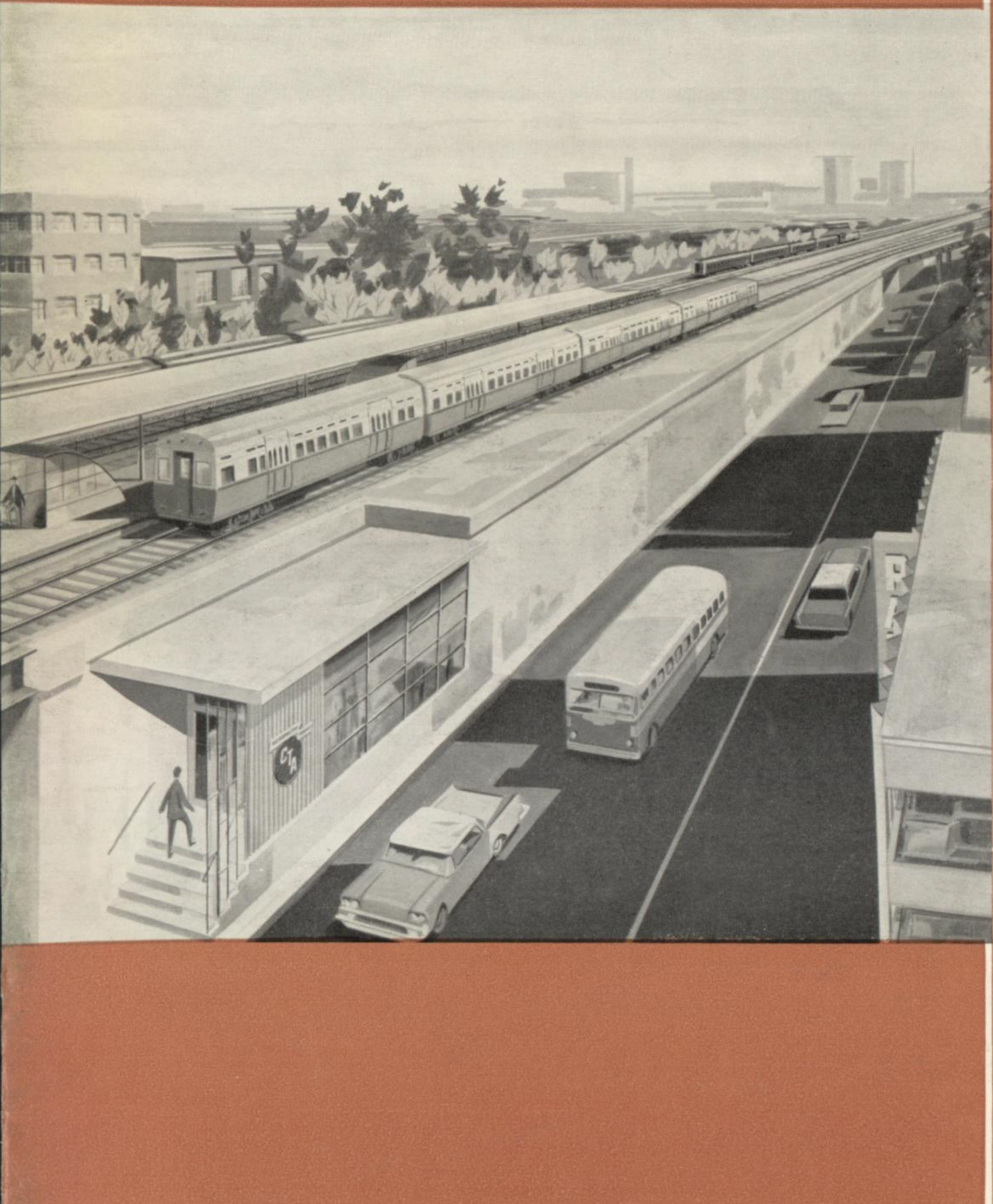
CHICAGO TRANSIT AUTHORITY
ANNUAL REPORT FOR 1957



Chicago Transit Board

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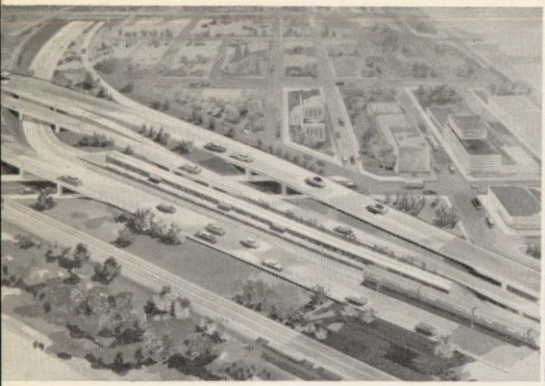
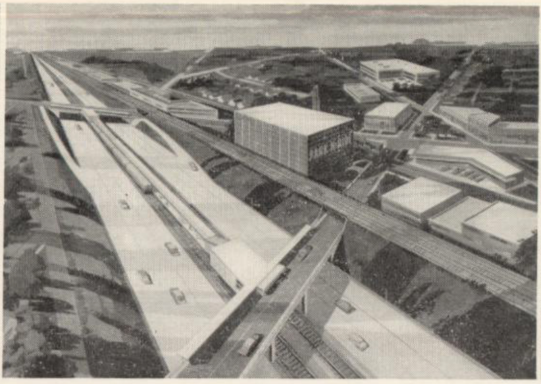
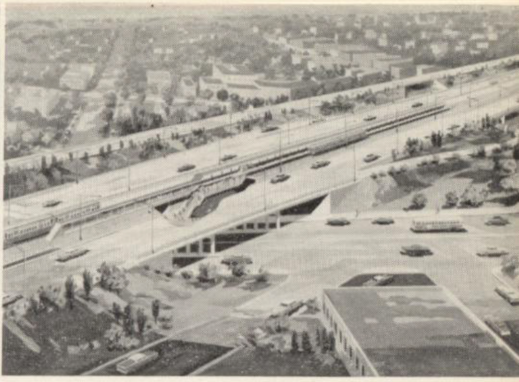


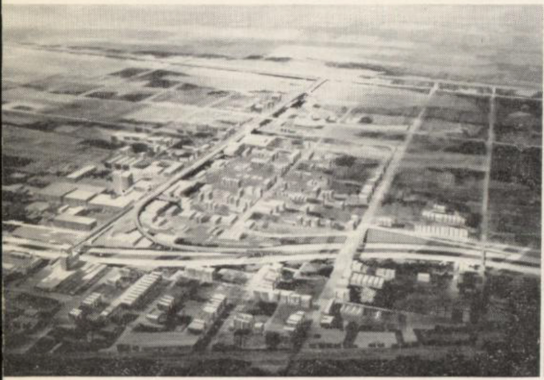
Northwest Expressway at Diversey Avenue



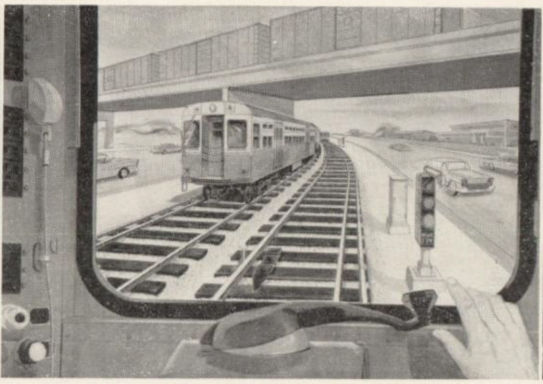
Northwest Expressway at Central Avenue



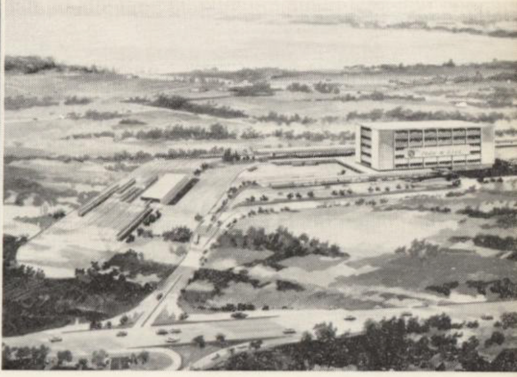
Northwest Expressway at Pulaski Road



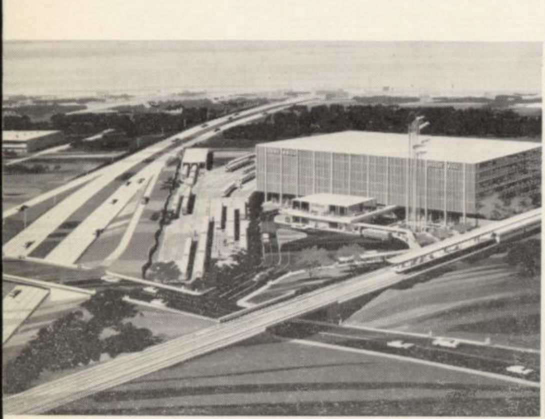
Lake Street to Congress Expressway Connection



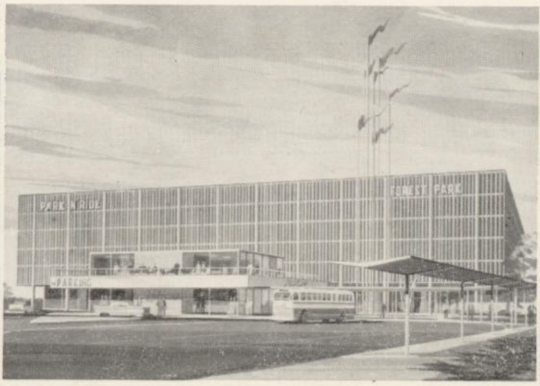
Block Signal and Automatic Train Control



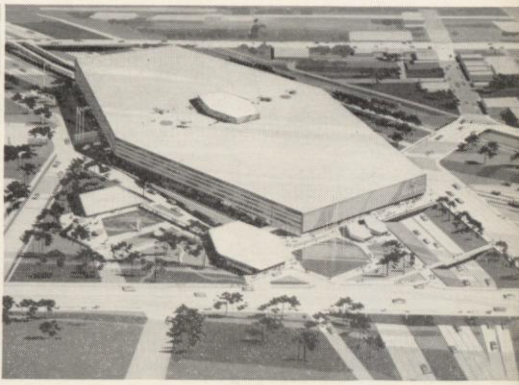
Rapid Transit Terminal 103rd & Doty Avenue



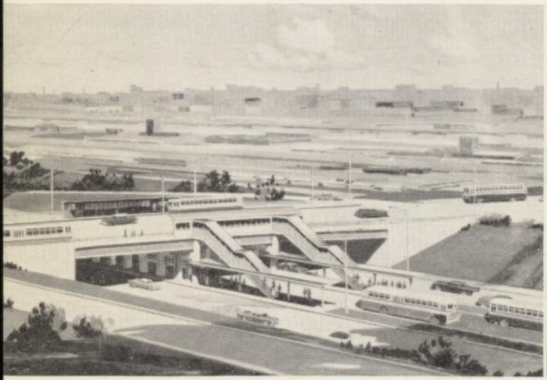
Forest Park Terminal



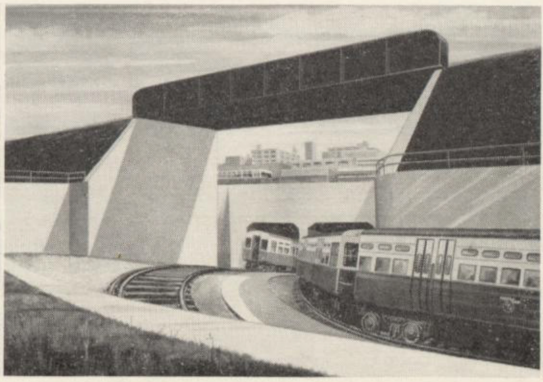
Park "N" Ride Garage Forest Park Terminal



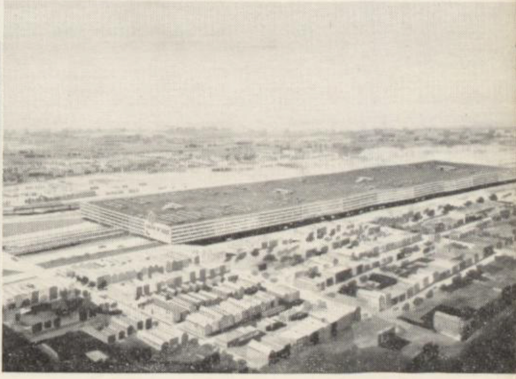
Edens Expressway Park "N" Ride Garage



Southwest Expressway at California Avenue



South Expressway Subway Portal



South Expressway Park "N" Ride Garage

PROJECTS UNDER CTA'S PROPOSED $315,000,000, 20-YEAR TRANSIT EXPANSION AND IMPROVEMENT PROGRAM AND THE PARK "N" RIDE GARAGE PROGRAM RECENTLY SUGGESTED BY CTA.

CHICAGO TRANSIT AUTHORITY

THIRTEENTH ANNUAL REPORT

CHICAGO TRANSIT BOARD

for the Fiscal Year ended December 31, 1957

MEMBERS OF THE BOARD

and Date Term Expires

John Holmes	M	September 1, 1958
Virgil E. Gunlock, *Chairman*	M	September 1, 1959
William W. McKenna, *Secretary*	M	September 1, 1960
Werner W. Schroeder, *Vice Chairman*	G	September 1, 1961
Philip W. Collins	G	September 1, 1962
Mrs. Bernice T. Van der Vries	G	September 1, 1963
James R. Quinn	M	September 1, 1964

M—Appointed by the Mayor of the City of Chicago.
G—Appointed by the Governor of the State of Illinois.

Walter J. McCarter, *General Manager* William J. Lynch, *General Attorney*

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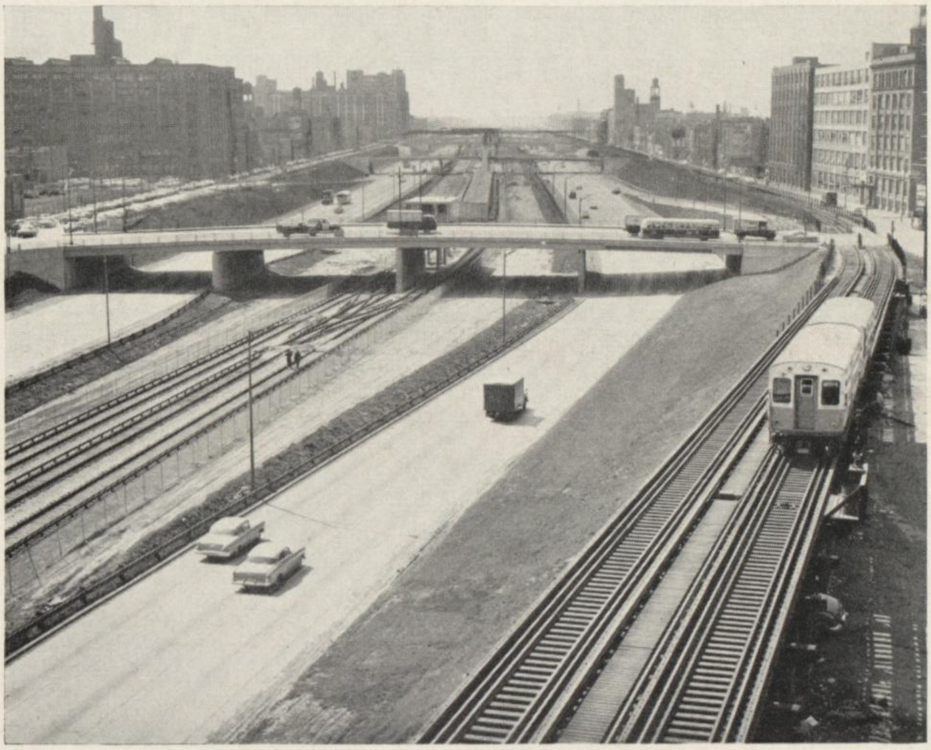

Tracks at right in this picture are being removed following the transfer of operations June 22, 1958 to Congress Expressway median strip (left foreground). View is west from Aberdeen Street.

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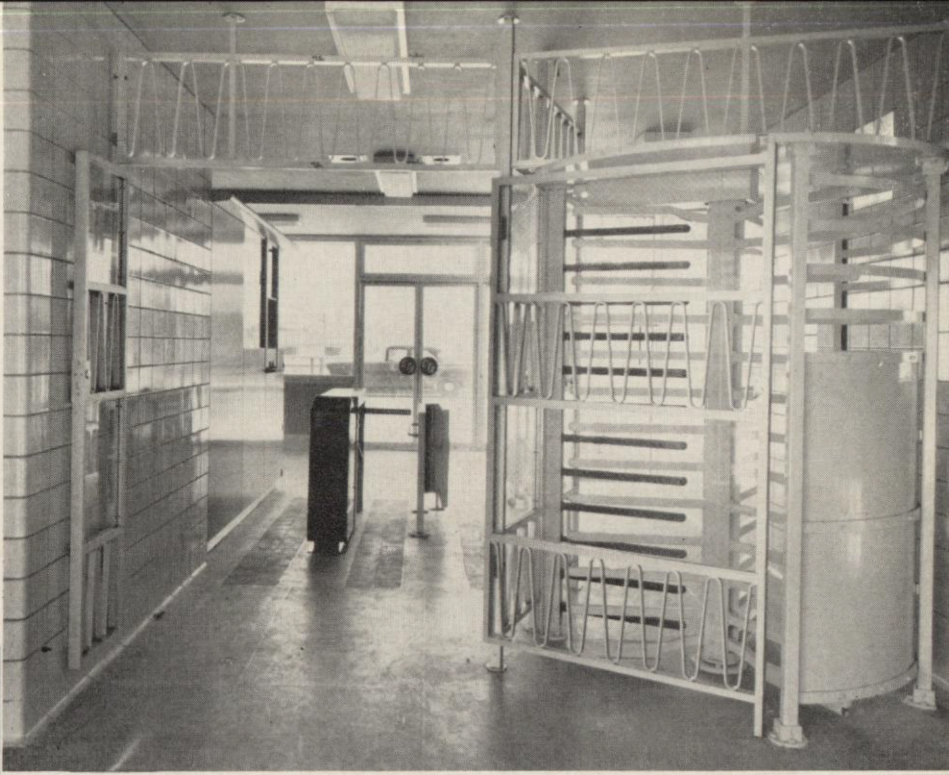
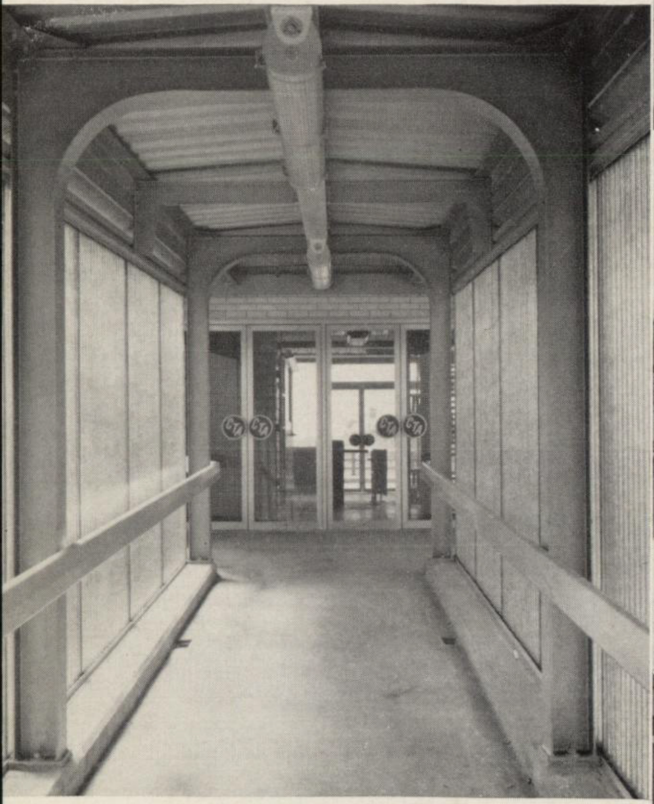
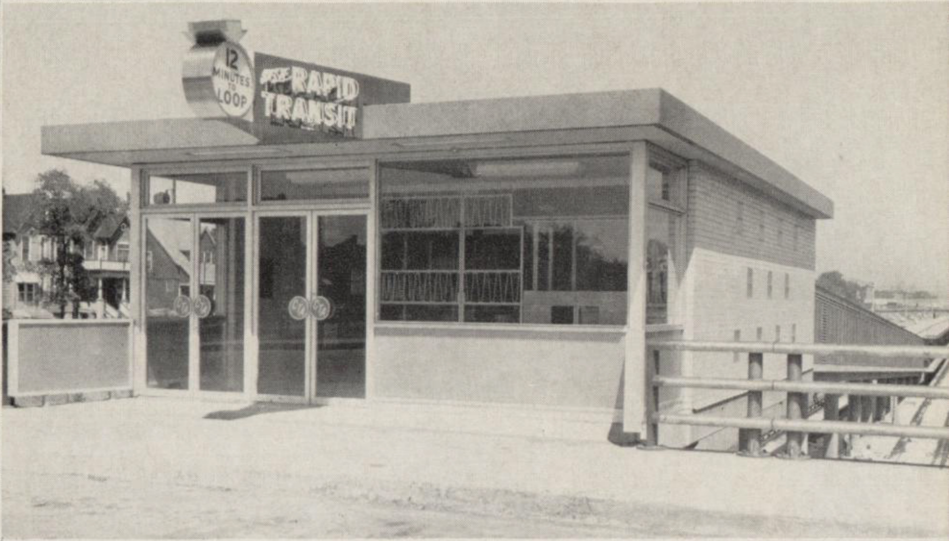
Two interior views (right top and bottom) of the Keeler avenue station shows the passenger control facilities installed in all the new stations on the West Side subway. When an agent is on duty, patrons enter and leave through the center passageway, directly passing the pay-turnstile or agent's booth. When train fare collections are made, the hinged metal barrier shown at the left is swung into place across the center passageway and passengers by-pass the barred area. During the hours the Keeler entrance is closed, passengers board and leave trains at Pulaski station.

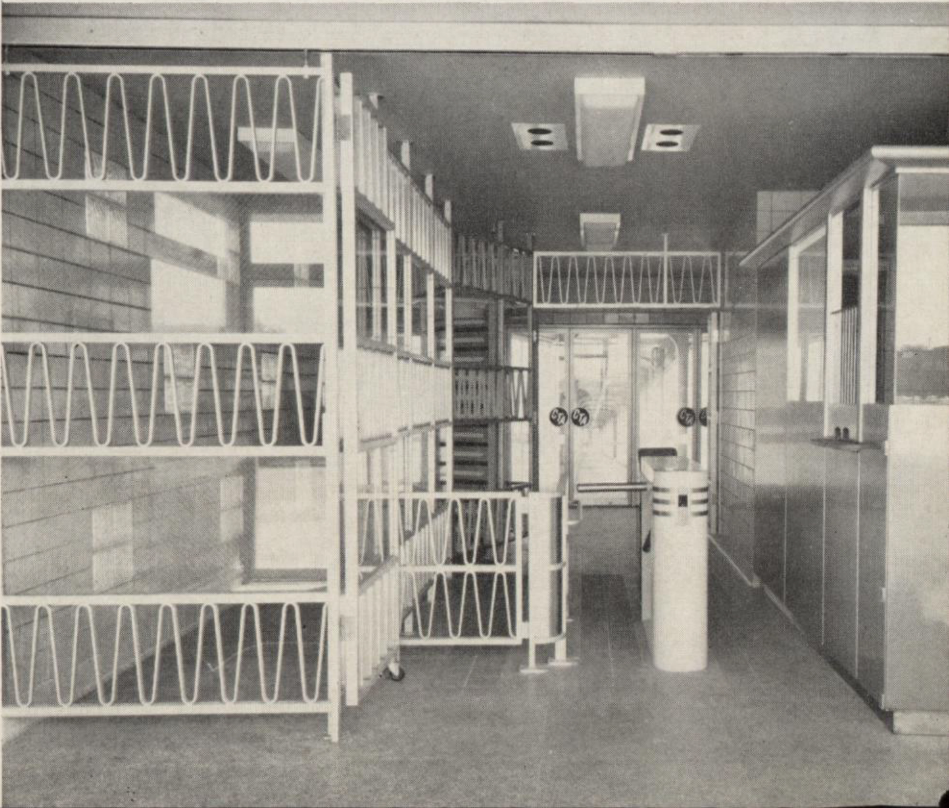




Passenger ramp to loading platform



Typical of the station buildings (center) erected on the new route is this one at street level on the south side of Keeler avenue. Neat and modern in appearance, it has an agent's booth and serves as an auxiliary entrance-exit facility at Pulaski-Congress station. This is one of the 14 stations located on the route.



CHICAGO TRANSIT AUTHORITY

1957 Hi-Lites

Gross Revenues	$124,472,935; up $4,207,373 (3.57%)
Passengers	582,065,867; down 39,216,699 (6.31%)
Fares	Adults—25c cash, tokens 10/$2.25; up from 20c Child and students—13c cash, tokens 4/45c; up from 10c
Operating Expenses	$106,761,401; up $4,050,094 (3.94%)
Miles Operated	162,330,312; down 230,826 (1/7 of 1%)
Personnel Costs	Basic hourly rate—11½c increase to $2.31 Cost-of-living allowance—5c hourly additional Life insurance—$2,000; up $500 Health and accident payments—$40.00 per week; up $10.00
New Equipment Deliveries	169 motor buses and 158 L-subway cars
Service Changes	Motor buses substituted— Clark streetcar line Kenwood-Stock Yards Rapid Transit Branches Evanston Rapid Transit Branch—all-metal cars substituted for last wood-steel cars on system
Facility Changes	Devon and Rosemont Surface Stations closed
Revenue Bonds	$3,742,000 retired; cost $3,590,333
Equipment Certificates	$2,895,000 retired at par; $2,840,000 reissued at par
Injuries and Damages	Provision—$8,901,923; up $788,858 Incidents—29,175; down 75 (¼ of 1%)

Results of Operations

The year 1957 marked major changes in both revenues and expenses; rates of fare were increased to cover additional costs resulting primarily from increases in rates of wages and other employe benefits provided by new wage agreements negotiated during the year. The final results of operation, after a disappointing first half, showed all costs and charges for the year paid or provided for and $42,921 remaining available to reduce the deficit in depreciation from $223,611 at December 31, 1956 to $180,690 at December 31, 1957.

Comparative results of operations for the years 1957 and 1956 are shown below:

	1957	1956
Revenues	$124,472,935	$120,193,554
Operation and Maintenance Expenses	106,761,401	102,711,307
	17,711,534	17,482,247
Debt Service Requirements	8,024,366	8,090,374
Transfer from Operating Expense Reserve to Meet Deficit in January 1957 Debt Service Requirements	(313,588)	—
	7,710,778	8,090,374
Balance Available for Depreciation	10,000,756	9,391,873
Depreciation Provision—Current Period . . .	9,957,835	9,615,484
Balance Available for Other Charges or (Deficit in depreciation provision)	$ 42,921	$ (223,611)

( ) Denotes red figures.

Sources of the Authority's revenues for the years 1957 and 1956 were as follows:

	1957	1956	Increase (Decrease)
Passenger—			
Surface System	$ 97,600,875	$ 94,851,938	2.90%
Rapid Transit System . . .	24,561,834	23,103,398	6.31
	122,162,709	117,955,336	3.57
Chartered Service	247,766	240,530	3.01
	122,410,475	118,195,866	3.57
Other—			
Station and Car Privileges . .	815,527	916,877	(11.05)
Rent of Tracks and Facilities .	299,893	299,448	.15
Rent of Buildings and Other Property	340,654	299,791	13.63
Miscellaneous	606,386	481,572	25.92
Total Revenues	$124,472,935	$120,193,554	3.56%

Passenger revenues increased $4,207,373 (3.57%) in 1957 over 1956 as a result of changes in rates of fare. On July 4, 1957 adult fares were increased from 20c to 25c cash and 22½c tokens (10 tokens for $2.25), and shuttle bus fares and the additional fare paid for rapid transit rides extending into a second zone were increased from 10c to 13c cash and 12½c token (2 tokens for 25c), while student and child fares were allowed to remain at 10c. On September 1, 1957 student and child fare rates were increased from 10c to 13c cash and 11¼c tokens (4 tokens for 45c); at the same time shuttle bus and additional zone rapid transit fares were also revised to these rates.

The effect of these changes in rates of fare on passenger revenues is set forth below in a comparison of the two six-month periods of 1957 with those of 1956:

	1957	1956	Increase (Decrease)
Six Months to June 30—			
Surface System	$ 46,421,912	$ 47,786,038	$(1,364,126)
Rapid Transit System	11,523,673	11,490,893	32,780
Total	57,945,585	59,276,931	(1,331,346)
Six Months to December 31—			
Surface System	51,178,963	47,065,900	4,113,063
Rapid Transit System	13,038,161	11,612,505	1,425,656
Total	64,217,124	58,678,405	5,538,719
Total Year	$122,162,709	$117,955,336	$4,207,373

The decrease in passenger revenues during the first six months of 1957 was accompanied by a drop in the number of riders during the same period and an additional loss of riding due to the changes in rates of fares was experienced during the last six months of the year as had been anticipated. Riding for the two periods is compared below:

	1957	1956	Increase (Decrease)
Six Months to June 30—			
Surface System	247,998,684	255,780,275	(3.04%)
Rapid Transit System . . .	57,705,946	57,819,609	(.19)
Total	305,704,630	313,599,884	(2.52%)
Six Months to December 31—			
Surface System	221,786,573	249,843,186	(11.23%)
Rapid Transit System . . .	54,574,664	57,839,496	(5.65)
Total	276,361,237	307,682,682	(10.18%)
Total Year—			
Surface System	469,785,257	505,623,461	(7.09%)
Rapid Transit System . . .	112,280,610	115,659,105	(2.92)
Total	582,065,867	621,282,566	(6.31%)

Other revenues showed no material changes except miscellaneous, which increased $124,814 (25.92%); this was due to the sale of Student Identification Cards inaugurated in September 1956.

Operation and maintenance expenses of $106,761,401 for 1957 showed an increase of $4,050,094 over the previous year. The principal elements making up these expenses are compared below for the years 1957 and 1956:

	1957	1956	Increase (Decrease)
Wages and Salaries	$ 70,253,837	$ 68,357,918	$1,895,919
Pension Contributions	5,134,213	4,994,463	139,750
Federal Insurance Contributions . .	1,328,991	1,231,970	97,021
Employes' Insurance	698,599	636,834	61,765
Total Labor Costs	77,415,640	75,221,185	2,194,455
Electric Power Purchased	4,748,105	4,903,074	(154,969)
Motor Fuel Consumed	3,038,637	2,810,263	228,374
Operating Materials and Supplies .	5,849,540	5,819,945	29,595
Provision for Injuries and Damages	8,901,923	8,113,065	788,858
Miscellaneous Services, Supplies, etc.	6,807,556	5,843,775	963,781
Total Operation and Maintenance Expenses . . .	$106,761,401	$102,711,307	$4,050,094

Wages and salaries increased from the application of increased rates of hourly wages and in cost-of-living allowance, all in accordance with revisions of wage agreements negotiated effective June 1, 1957. These changes, applied on the basis of the one-man operator hourly wage rate, are shown below:

	Basic Hourly Rate	Cost of Living Allowance	Total Hourly Rate
December 31, 1956	$2.125	$0.07	$2.195
1957—			
June 1	+.06	—	+.06
	+.07	—.07	.00
September 1	—	+.04	+.04
December 1	+.055	+.01	+.065
	$2.310	$0.05	$2.360

The above changes, together with the full-year cost of the changes in wage rates made during 1956, were estimated to increase wage and salary costs approximately $3,649,951 for the year 1957. These additional costs were reduced to a net increase of $1,895,919, however, by continuing operating economies and from putting into service new motor buses and L-subway cars received during the year. The major savings produced by this new equipment resulted from the conversion of the Clark portion of the Clark-Wentworth line from two-man streetcars to motor bus operation and the replacement of wood-steel cars on the Evanston branch of the Rapid Transit system with multiple-door control steel cars, permitting the operation of each train with only two men instead of with one man per car as formerly. Smaller economies resulted from the abandonment of Rapid Transit service on the Stock Yards and Kenwood branches. Buses now provide service for the Stock Yards and bus service was expanded on lines paralleling or adjacent to the Kenwood branch.

Pension contributions increased because of additional employe earnings and federal insurance contributions were up because of such earnings and also an increase of ¼% in the rate of contributions.

Employe insurance costs increased as a result of increases provided by new wage agreements in life insurance coverage from $1,500 to $2,000 and in health and accident payments from $30.00 per week to $40.00 per week.

Decreases in cost of electric power purchased and increases in motor fuels consumed continued to reflect the effect of the conversion of streetcar lines to motor bus routes.

The provision for injuries and damages, equal to 6¾% of gross revenues, increased in 1957 as a result of the larger amount of revenues collected after the changes in rates of fare, and also because Chicago Transit Board made a special provision of $250,000 in each of the months of October and November to meet increased costs.

Disbursements during 1957 for claims and suits and overhead costs applicable thereto totalled $8,863,835 as compared with $8,315,543 for 1956. Current year expenditures include $180,220 for settlements in connection with the Wilson Avenue Rapid Transit accident of 1956, which are recoverable under an insurance policy covering Rapid Transit operations. Settlements numbered 15,673 in 1957 and 16,370 in 1956. Incidents involving the Authority's operations giving rise to claims and suits numbered 29,175 in 1957, a decrease of 75 (¼ of 1%) over 1956.

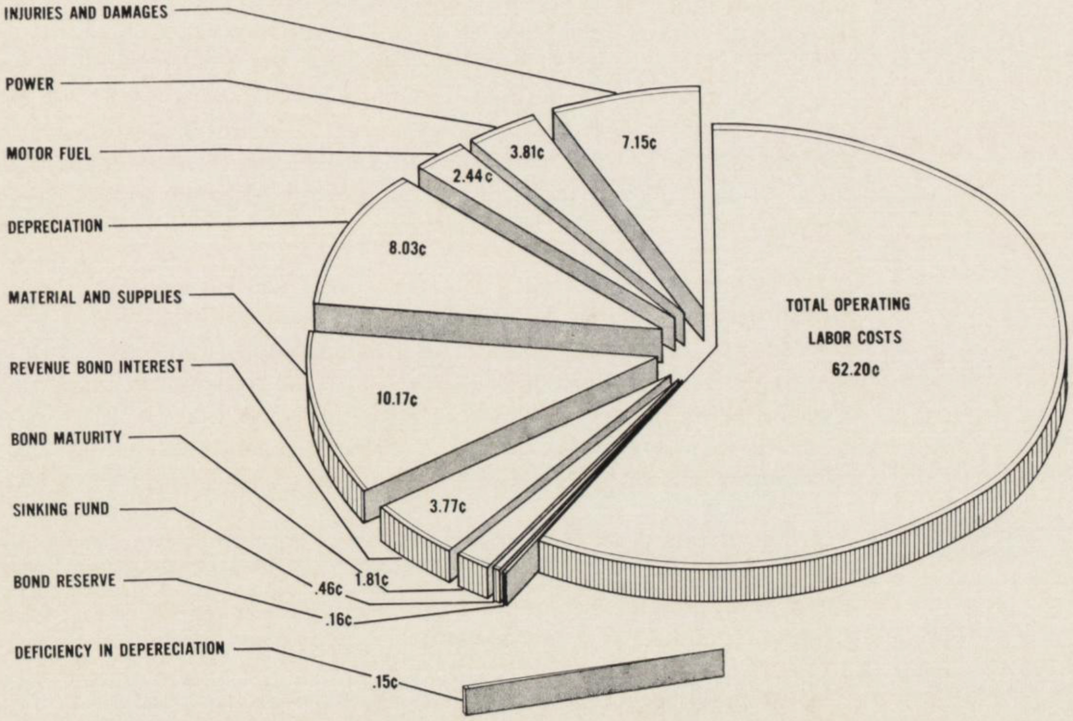
The major portion of the increase in Miscellaneous Services, Supplies, etc., was due to the rental of 100 propane-fueled motor buses from the Mack Motor Truck Corporation. These buses were leased commencing December 1956 at $50,629.50 per month and 1957 charges include 12 monthly payments of this amount.

Debt service requirements amounted to $8,024,366 for 1957, down $66,008 from 1956. This decrease was due to a reduction of $400,000 in serial bond maturity deposits, a reduction of $102,608 in interest paid on outstanding bonds due to the retirement of bonds, and a reduction in revenue bond reserve deposits of $138,000. These reductions were partially offset by deposits to the Series of 1957 Sinking Fund which commenced July 1, 1957 and which amounted to $574,600 for the last six months of the year.

Retirements of revenue bonds during the year 1957 are summarized below:

	Revenue Bonds Retired During 1957			
	Through Operation Of			
Revenue Bond Series	Serial Bond Maturity Fund	Sinking Fund	Total	Total Retired to 12-31-57
1947	$3,000,000	$724,000	$3,724,000	$14,258,000
1952	—	18,000	18,000	533,000
1953	—	—	—	87,000
	$3,000,000	$742,000	$3,742,000	$14,878,000

DISTRIBUTION OF CTA'S 1957 REVENUE DOLLAR



Note:

Total Operating Labor Costs exclude $2,107,256 (1.69c of CTA's Dollar) Charged to Operating Materials and Supplies, Injuries and Damage Reserve and Miscellaneous Services and Supplies.

Series of 1947 Revenue Bonds of serial maturities were at par, while those retired through the Sinking Fund ($724,000) cost $574,292.75; the $18,000 principal amount of Series of 1952 Bonds retired through the Sinking Fund cost $16,040.

The annual interest reduction on the bonds retired during 1957 amounts to $125,460. A smaller reduction was realized in 1957, however, since the bonds retired through the Serial Bond Maturity Fund were retired on July 1, 1957 and those through the Sinking Funds were retired at various times during the last six months of 1957. There were no revenues available in 1957 for deposit in and retirement of bonds through the Revenue Bond Amortization Fund, the deposits to which are not cumulative from year to year but are made only as revenues are available.

The transfer of $313,588 in January 1957 from the Operating Expense Reserve Fund to make up the amount by which revenues for that month failed to meet the debt service requirements was in accordance with the requirements of the Revenue Bond Trust Agreement.

The provision for depreciation of $9,957,835 for 1957, which is equal to 8% of gross revenues, was up $342,351 because of the increased revenues resulting from the changes in rates of fare.

Operations for the year 1957, as summarized above, produced $42,921 above all costs and fixed requirements. There was a deficiency in depreciation provision of $223,611 carried over from 1956, however, so that at the end of 1957 there still exists a deficiency of $180,690.

Loading platforms, enclosed station ramp and Peoria Street station building in Congress Street Subway

Payments to City of Chicago, Chicago Park District and State of Illinois

		1957	1956
City of Chicago	Revenue tax charge collected from Authority by Commonwealth Edison Company and paid to City of Chicago— Franchise — 4%	$ 160,031	$ 167,247
	Municipal Utility—5.6% less Franchise Tax—Charged to "Electric Power Purchased"	36,665	34,680
	For a portion of City's cost of repaving streets on which tracks have been abandoned—Charged to "Depreciation Reserve"	300,000(1)	300,000
	State Street Subway facilities	137,362	137,362
	Dearborn Street Subway facilities	153,974	153,974
	Charged to "Miscellaneous Services and Supplies, etc."		
	License fees covering automobiles, trucks, trailers, flammable liquids, etc.—Charged to "Miscellaneous Services and Supplies, etc."	16,527	16,716
	Total—City of Chicago	804,559	809,979

The above charges do not include $891,362 for 1957 and $705,724 for 1956 spent by the Authority for the removal of snow and ice from transit route streets.

		1957	1956
Chicago Park District	Payment for wear and tear of boulevards arising from operation of the Authority's buses—Charged to "Miscellaneous Services and Supplies, etc."	100,000(2)	200,000
State of Illinois	Revenue Act tax charge collected from Authority by Commonwealth Edison Company and paid to State of Illinois—3%—Charged to "Electric Power Purchased"	85,479(3)	125,450
	License fees covering buses, trucks, trailers, automobiles and chauffeurs—Charged to "Miscellaneous Services and Supplies, etc."	6,968	6,488
	Total—State of Illinois	92,447	131,938
	GRAND TOTAL	$997,006	$1,141,917
City of Chicago	Accumulated liability for repaving streets on which tracks have been abandoned but which have not yet been repaved.	$1,702,616(1)	$1,835,716

NOTES:

(1) Limited to $300,000 regardless of additional work which may be done in any one year.

(2) The Authority was relieved of these payments by action of the Legislature of the State of Illinois, approved by the Governor and made effective on July 5, 1957.

(3) The Authority was exempted from this tax by action of the Legislature of the State of Illinois, approved by the Governor and made effective on July 10, 1957.

Financial Position

The financial position of the Authority at December 31, 1957 and a comparison with that of 1956 is shown by its comparative balance sheets presented at the end of this report. Comments on some of the major changes thereon are set forth below.

Financial statements setting forth the results of operations for the year 1957 and the financial position of the Authority at December 31, 1957, together with the accompanying certificate of Arthur Andersen & Co., the Authority's independent public accountants, are set forth in a separate section of this report.

Transportation property details, showing additions and retirements during the year 1957, are set forth in a separate statement attached to this report.

Changes during 1957 in all funds of the Authority are summarized in a separate statement attached to this report.

Current assets of the Authority showed no material variation except Accounts Receivable, which increased because of bills rendered to the highway agencies for work done by the Authority's forces on the Congress Street Expressway, which bills were paid early in 1958.

New Financing

The Authority, on January 4, 1957 issued $1,405,000 principal amount of Series 7 Equipment Trust Certificates dated December 1, 1956 to replace a like amount of certificates which had matured July 1, 1956. The proceeds of these new certificates, together with $1,500,000 from the Authority's depreciation reserve fund were used to pay the final portion of the purchase price of 150 motor buses and the conversion of 150 PCC streetcars to L-subway cars, contracts for which had been entered into in 1955 and 1956. In addition, sufficient funds remained to provide for the conversion of 2 of an order of 70 PCC streetcars to L-subway cars which were contracted for in 1957.

On March 22, 1957 the Authority issued $1,435,000 principal amount of Series 8 Equipment Trust Certificates dated March 1, 1957 to replace a like amount of certificates which had matured on January 1, 1957. The proceeds of these certificates, together with $1,500,000 from the Authority's depreciation reserve fund were used to pay for the conversion of 68 PCC streetcars to L-subway cars. Contracts for this conversion were entered into during 1957 and, at December 31, only 4 of the converted L-subway cars remained undelivered.

Certificates in the amount of $1,460,000, retired on July 1, 1957, remained unissued at December 31, 1957. During 1958 the Authority plans to issue this amount, together with certificates in the amount of $1,475,000 to replace certificates maturing January 1, 1958 and $1,505,000 maturing July 1, 1958. The proceeds of these certificates, together with $4,500,000 from the Authority's depreciation reserve fund are to be used to purchase approximately 150 motor buses and to convert approximately 100 PCC streetcars to L-subway cars, contracts for which are to be let early in 1958.

Operations Review

Riding Trends

Volume of riding on any transit system is extremely sensitive to the level of employment in the area and to any upward revision in the fares. In Chicago this trend is particularly noticeable on the Surface system, which serves approximately 81% of the transit riding public, but lacks the competitive strength of the traffic-free Rapid Transit system. This characteristic is illustrated by the following table of decreased riding in the last half of 1957, subsequent to the July 4, 1957 fare increase, and the first half of 1957, which was affected only by the unemployment situation and by automobile competition, over similar periods of 1956 (the number of passengers carried in these periods are shown in the Operating Results section of this report):

Loss in Revenue Passengers
1957 Over 1956

Period	Surface System	Rapid Transit System	Combined
First 6 months	3.04%	0.20%	2.52%
Last 6 months	11.23	5.64	10.18
	7.09%	2.92%	6.31%

Of the 39,216,700 fewer passengers carried in 1957 than in 1956, 7,895,200 were lost during the first six months and 31,321,500 during the last six months. This indicates that some substantial portion of 23,426,300 revenue passengers were lost during the last six months of the year due to the fare increase.

Average weekday riding during the last six months of 1957 decreased 186,400 passengers (9½%) as compared with the corresponding 1956 period. On the assumption that each rider makes a round trip each day, and after adjusting for an estimated 2½% loss due to unemployment and other causes, it appears that approximately 68,600 regular weekday patrons sought other means of transportation as a result of the 1957 fare increases.

This loss of 68,600 regular weekday patrons is a staggering financial blow to the Authority as well as to the ex-patrons, many of whom resort to the use of their automobiles as a protest against a higher fare. The fare increase, by the use of reduced fare tokens, added only $12.50 per year to an individual's transportation cost, whereas the use of his car to drive to and from work increased his annual transportation cost anywhere from $250.00 to $600.00, depending on distance driven and parking costs involved.

In addition, these 68,600 lost patrons may have added as many as 30,000 to 50,000 more automobiles to already overcrowded streets and boulevards, thereby adding to the congestion and further slowing down the speed of both automobiles and surface transit vehicles.

Vehicle Miles

The Authority has continued to provide attractive, convenient and efficient local service for all persons and areas within the city and adjacent suburbs in spite of declining patronage.

Revenue miles on the Surface system (117,843,204) were reduced only 1/3rd of 1% under 1956, although revenue passengers decreased 7.1%. Rapid Transit system revenue vehicle miles (44,487,108) increased 4/10ths of 1%, while revenue passengers decreased 2.9% compared with 1956. On the combined system the 1957 revenue vehicle miles (162,330,312) decreased only 0.14% under 1956, although revenue passengers decreased 6.31%.

The above data refutes the oft repeated contention that curtailment of mileage is the cause of loss of patronage or that increasing service will bring riders back to the transit system.

During 1957, an average of 3,200 surface vehicles operated approximately 363,000 revenue miles each weekday over Chicago's congested streets and boulevards. This is equivalent to 14½ complete trips around the world at the equator each day.

Speed of Operation

Average scheduled speed of Surface system vehicles during 1957 was 11.65 MPH as compared with 11.75 MPH in 1956, a decrease of .85% despite the addition of two hundred new motor buses of the most modern design and the retirement and/or curtailment of operation of approximately the same number of over-age streetcars and motor buses.

The Rapid Transit system, however, with the addition of 158 new, all-metal cars and the retirement of 162 over-age wooden cars, increased its speed of operation by 2.4%, from 20.32 MPH in 1956 to 20.80 MPH in 1957.

Here again is demonstrated the superiority of Rapid Transit operation in a private, traffic-free right-of-way as compared with Surface operation, which must compete with private automobiles, taxicabs and trucks for the ever diminishing amount of space on Chicago's congested streets and boulevards.

The 1957 Cordon Count of vehicles and passengers entering and leaving the central business district of Chicago during a 12-hour period on a representative weekday shows that there were 18,212 (5.7%) more automobiles, carrying 27,318 (5.7%) more passengers, than in 1956, while 150 more CTA surface vehicles carried 11,833 (3.8%) less passengers than in 1956.

Assuming that the majority of these autos made round trips and were counted both "in" and "out," some 9,000 more autos traveled routes converging on the Loop area. If the same pattern of stepped-up auto usage prevailed on a city-wide basis, somewhere between 35,000 and 45,000 more autos were added to the 1957 traffic snarl and caused the fall-off in average scheduled speed on the Surface system. Automobile registration in Chicago increased only 4,310 (½ of 1%) in 1957 over 1956.

Public Safety

The year 1957 was the third consecutive year Authority employes set a new Public Safety Record. During 1957 the Authority had fewer public accidents and fewer public fatalities than in any previous year of its history. The table below compares 1957 public accident experience with 1956 and also with the first nine years of operation. All Traffic and Passenger Accidents involving the Authority are included regardless of liability or seriousness.

Public Accident Experience

Number of Accidents

				Per Cent Incr. or (Decr.)	
	Year 1957	Year 1956	Yearly Average (1947 thru 1955)	1957 vs. 1956	1957 vs. Yearly Average (1947 thru 1955)
Surface System—					
Traffic Accidents	13,300	12,584	17,901	5.7%	(25.7%)
Passenger Accidents . . .	6,997	7,707	9,913	(9.2)	(29.4)
	20,297	20,291	27,814	.03%	(27.0%)
Rapid Transit System Traffic and Passenger Accidents . .	954	1,092	970	(12.6)	(1.6)
Total Traffic and Passenger Accidents	21,251	21,383	28,784	(0.6%)	(26.2%)
Accident Frequency Rates					
Surface System Traffic Accidents Per 100,000 Miles Operated .	11.3	10.7	14.5	5.6%	(22.1%)
Surface System Passenger Accidents Per Million Passenger Rides	8.7	8.8	8.7	(1.1%)	—
Rapid Transit System Traffic and Passenger Accidents Per 100,000 Car Miles Operated . .	2.1	2.5	2.2	(16.0%)	(4.5%)
Public Fatalities					
Total Public Fatalities . .	44	54	87	(18.5%)	(49.4%)

Reduction of passenger accidents was the special target for 1957. During the year the number of passenger accidents and the passenger accident frequency rates for both Surface and Rapid Transit systems were the lowest in the past four years. The Surface System traffic accident frequency rate for 1957 was slightly higher than the record low set in 1956, but was the second best rate in the history of the Authority.

The 1957 fine safety record was accomplished despite many adverse factors. During 1957 the Authority hired 1,832 new bus drivers as compared with 957 drivers hired during 1956. Also, there were more changes in service, equipment, and procedures during 1957 than in the previous year. As in the past several years, there was an increase in the number of vehicles competing for street space. Such factors cannot be eliminated but must be combated by helping employes overcome some of these immediate obstacles to safe, efficient service.

Some of the most effective means used by the Authority in meeting these needs are sound initial training programs incorporating modern teaching techniques and training aids, continuous emphasis on safe driving through group and individual retraining procedures, and participation by all levels of employes in safety-training activities.

Continued emphasis on public safety through intensive training programs and the application of safety principles by operating and supervisory personnel have been largely responsible for this year's excellent safety record and the Authority's substantial reduction in public accidents over the past few years.

Surface System Service

Streetcar Lines Discontinued

The North Clark Street portion of the Clark-Wentworth two-man streetcar operation was converted to motor bus operation on September 9, 1957. This splitting of the thru routed Clark-Wentworth line now provides modern, flexible motor bus service seven days a week between Clark and Howard Streets and Harrison and Dearborn Streets.

The only streetcar line remaining in the Authority's surface operations is the south half of the former Clark-Wentworth line between 81st and Halsted Streets and Kinzie and Clark Streets. Motor buses serve this line on week-ends.

Limited Stop and Express Service

The Washington Boulevard route No. 131 was changed to All Express operation on April 1, 1957 in order to provide speedier service. Express stops are approximately every quarter-mile between Kilbourne and California Avenues, and about every half-mile between California Avenue and Halsted Street. Express buses will continue to make all stops between Austin and Kilbourne Avenues at the west end of the line and between Halsted Street and Wabash Avenue on the east.

This change allows CTA patrons a choice of all-day express service on the Washington line or local service on the Madison line (No. 20), which is only one block away. Walking transfers are allowed between the two lines at designated stops.

The Jeffery Express line (No. 5A), which supplied a midday service until noon on a 30-minute headway, was further improved on September 9, 1957, by increasing the service to provide a 20-minute headway between 9:00 A.M. and noon.

The Jeffery (No. 5) Express service via South Lake Shore Drive was expanded on December 2, 1957 to supply earlier southbound service during the afternoon period. Express trips were scheduled to leave the Loop area between 3:35 P.M. and 4:22 P.M., where formerly there had been no express service.

Consolidation of Routes

Elston Avenue (No. 55) and Clybourn Avenue (No. 41) routes were consolidated, effective April 28, 1957, to provide more convenient service between the northwest area and the Loop; to establish a new transfer interchange connection with the North-South L-subway at Clybourn and North Avenues; and to get relief from the two different terminal problems.

The consolidated Elston-Clybourn route (No. 41) operates between Elston and Milwaukee Avenues and the Downtown District from 6:30 A.M. to 6:30 P.M., Monday through Friday. Evening, night and week-end service operates between Elston and Milwaukee Avenues and Chicago Avenue and State Street, where transfer connection can be made with the North-South L-subway.

An Elston supplemental (No. 55) weekday rush hour service is operated between Elston and Pulaski Road on the north and Chicago Avenue and State Street. Midday service, Monday through Friday, is between California Avenue and Roscoe Street and Milwaukee and Chicago Avenues.

This consolidation eliminated the need for an on-street terminal on Western Avenue north of Belmont Avenue, speeding the flow of traffic and removing a potential accident hazard.

Traffic interference at the remaining terminal at May Street and Chicago Avenue was minimized.

New Routings and Extensions

Effective April 28, 1957, the Taylor-Sedgwick-Sheffield routing was changed in the area between Division-Sedgwick and Wells-Chicago Avenues. The new route southbound is via Division, Orleans and Chicago Avenues and the reverse for the northbound direction.

The 93rd-95th Street routing was changed on February 3, 1957. The revised routing, via Woodlawn, 95th and Stony Island, avoids the Nickel Plate railroad grade crossing which required flagging protection, and also supplies service to the residential and industrial area south of 95th Street near Woodlawn Avenue.

The East Lawrence Avenue route was expanded on September 22, 1957 into the Montrose-Lawrence (No. 81A) route operating a counterclockwise loop line, south on Broadway from Lawrence, east on Montrose, north on Clarendon and west on Lawrence Avenue.

The 43rd Street route (No. 43) was extended into the Stock Yards area on October 7, 1957 when the Stock Yards branch of the Rapid Transit system was abandoned. Certain trips on the regular route during rush hours on weekdays were extended west in the Stock Yards via Exchange Avenue, through Swift's parking lot to Packers Avenue, near 42nd Street.

At the same time, a limited stop motor bus service for weekdays and Saturdays, during the business day, was established between the Indiana "L" Station and Packers Avenue near 42nd Street in the Stock Yards.

Effective February 17, 1957 the Douglas route (No. 136) buses were rerouted on Ogden Avenue between Sacramento and Roosevelt Road, putting them on the Service Drive portion of Ogden Avenue. This change added to the convenience and safety of our patrons.

The South Park route (No. 3), was extended on June 24, 1957 to supply some direct service during morning and evening rush hours to the Central Manufacturing District along 35th Street between Morgan and Ashland.

The 103rd-106th Street route was extended on December 15, 1957 to serve the area along Avenue "C" between 106th and 112th Streets to compensate for the abandonment of the portion of Jeffery Local Route (No. 5) between 100th and Yates and 113th and Green Bay. The Jeffery Local Route was further re-routed to furnish service to the Trumbull Homes Housing Development at 106th Street as well as to the Wisconsin Steel Company.

Routes Created and Abandoned

A new bus route, Devon-Cicero (No. 14) began operation March 4, 1957, in Cicero and Devon Avenues between terminals at Cicero and Montrose, and at Kedzie and Devon Avenues. This new line provides, for the first time, CTA bus service in the area along Devon Avenue from Kedzie Avenue west to Cicero Avenue, and in the section along Cicero between Devon and Peterson Avenues.

Devon-Cicero buses operate Monday through Saturday only.

With the establishment of the new Devon-Cicero line, the North Cicero (No. 54A) line was discontinued. This route formerly operated in Cicero Avenue between Montrose and Peterson Avenues on a seven-day week basis.

A 30 day experimental, rush hour through operation on 111th Street between Champlain Avenue and Pulaski Road, providing a supplementary service to the existing Vincennes-111th (No. 111A) route, was inaugurated on May 6, 1957.

Analyses of extensive passenger count and operating data taken during the trial operation disclosed that the experimental service had failed to attract any significant amount of new patronage, and that the cost per passenger was more than the regular rate of fare.

On June 21, 1957, after a seven week trial operation, the service was discontinued.

Effective December 2, 1957, a shuttle bus operation between Pershing-Lake Park and the Indiana Avenue "L" station was inaugurated during weekday rush hours. This operation was substituted for the Kenwood branch of the Rapid Transit system, which was abandoned at that time. Subsequent study indicated that the more economical method of serving former Kenwood "L" patrons would be by small increases in regular Pershing Road service and the shuttle operation was discontinued early in 1958.

Surface Roadway Improvements

During the year a total of 34.93 miles of streetcar track was abandoned due to substitution of buses, and 41.81 miles of motor bus lines were added. The major mileage changes on the three types of Surface system service are shown in the tables at the end of this report.

CTA's newest off-street terminal at 59th Street and Keating Avenue, which serves the 59th-61st (Route No. 59) bus line, was opened May 5, 1957, to eliminate the necessity of buses turning into and off of heavily-traveled Cicero Avenue. The off-street terminal at 63rd and State Streets was abandoned following the discontinuance of streetcar operation on State Street.

At December 31, 1957 there were 97 off-street terminals in use. During the modernization program over the past decade, the Authority has spent approximately 1¾ million dollars to provide vehicle loops and terminals for the safety and convenience of its patrons and the general public, and to speed the flow of traffic by eliminating the need for on-street turn-arounds and parking revenue vehicles on city streets.

Stations Closed

Two transportation department facilities, Devon and Rosemont stations, were officially closed on September 7, 1957, coincident with conversion of the north end of the Clark-Wentworth line from streetcar to bus operation.

Streetcars formerly serviced and housed at the Devon station were transferred to the 77th Street station to be nearer the scene of their operation over the remaining south half of the Clark-Wentworth line.

Rosemont station, in recent years, has been used only for servicing and storing motor buses.

All motor buses and personnel at Devon and Rosemont stations were transferred to other locations on the CTA system.

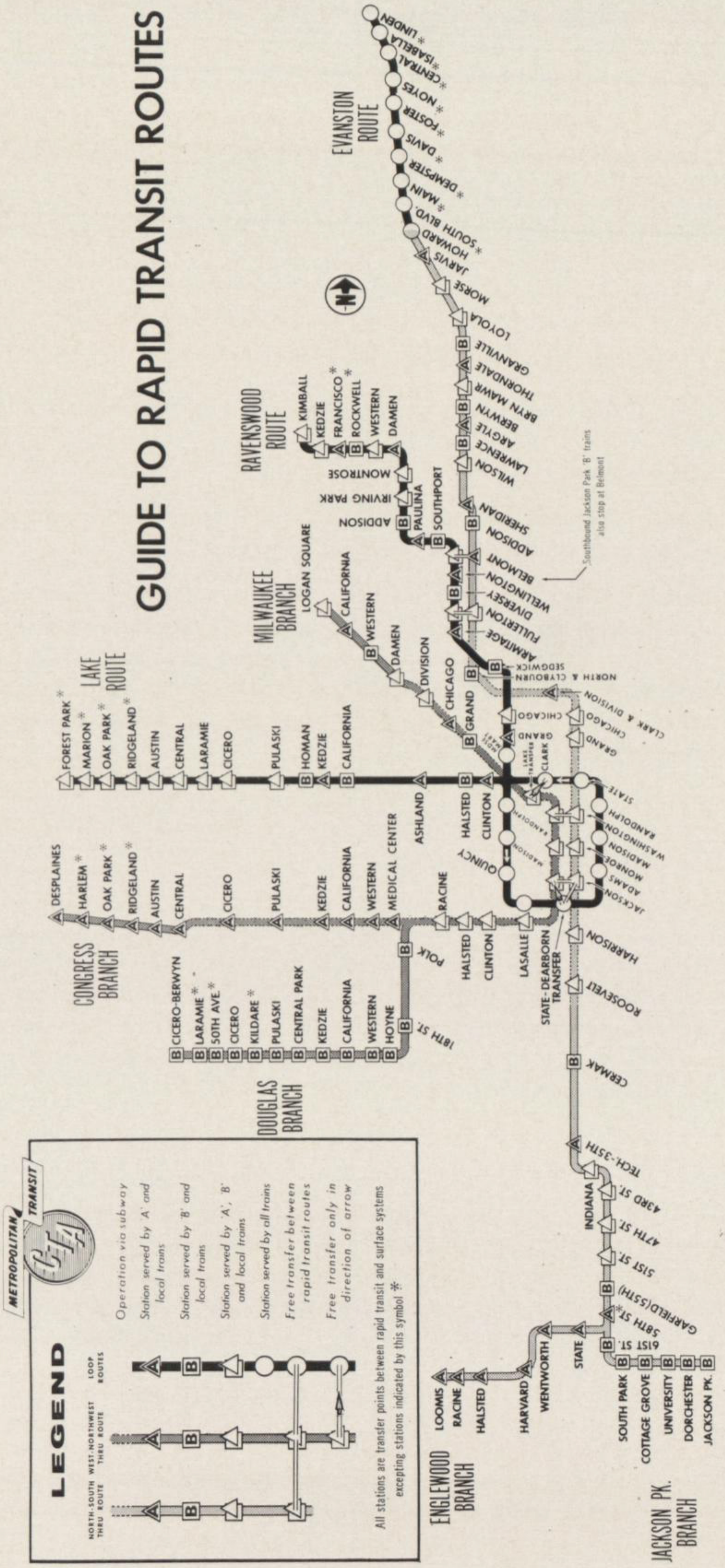
Rapid Transit System

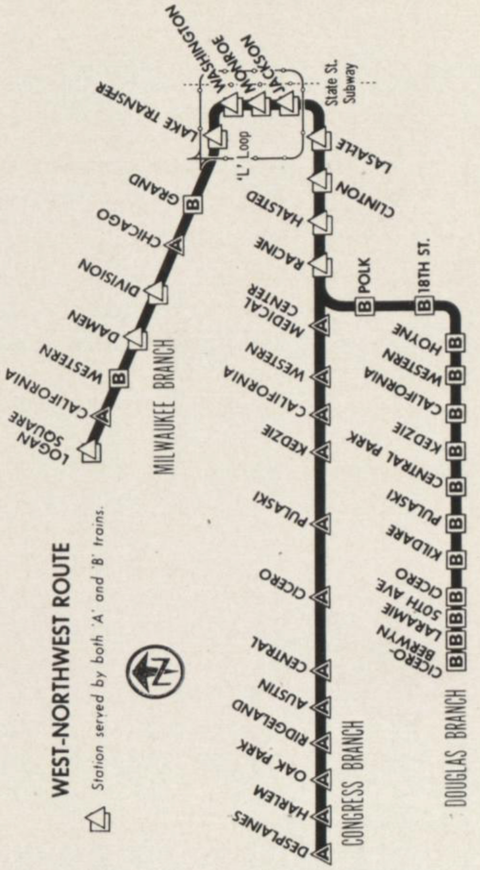
Improvements

The last of Chicago's "Old Dobbins," the wood and wood-steel cars that were the "work horses" of the city's Rapid Transit system for more than half a century, were retired from service November 30, 1957, when all-metal multiple-door control cars were put in service on the Evanston branch. All of CTA's Rapid Transit service is now provided by a total of 1,126 all-metal cars.

"L" train service at the Wood Street station of the Douglas Rapid Transit branch was discontinued May 18, 1957 because of drastically reduced patronage. The Hoyne Avenue station was altered to provide an "L" entrance just two blocks west of Wood Street. Under the new arrangement, approximately 35,000 daily riders of Douglas trains benefit from somewhat faster and more regular service made possible by eliminating the Wood Street station.

Route Maps


GUIDE TO RAPID TRANSIT ROUTES
EVANSTON ROUTE
LINDEN
ISABELLA*
CENTRAL*
NOYES*
FOSTER*
DAVIS*
DEMPSTER*
MAIN*
SOUTH BLVD.*
HOWARD
JARVIS
MORSE
LOYOLA
GRANVILLE
THORNDALE
BRYN MAWR
BERWYN
ARGYLE
LAWRENCE
WILSON
SHERIDAN
ADDISON
BELMONT
WELLINGTON
DIVERSEY
FULLERTON
ARMITAGE
SEDGWICK
NORTH & CLYBOURN
CLARK & DIVISION
CHICAGO
GRAND
Southbound Jackson Park 'B' trains also stop at Belmont
RAVENSWOOD ROUTE
KIMBALL
KEDZIE
FRANCISCO*
ROCKWELL
WESTERN
DAMEN
MONTROSE
IRVING PARK
ADDISON
PAULINA
SOUTHPORT
MILWAUKEE BRANCH
LOGAN SQUARE
CALIFORNIA
WESTERN
DAMEN
DIVISION
CHICAGO
GRAND
LAKE ROUTE
FOREST PARK*
MARION*
OAK PARK*
RIDGELAND*
AUSTIN
CENTRAL
LARAMIE
CICERO
PULASKI
HOMAN
KEDZIE
CALIFORNIA
ASHLAND
HALSTED
CLINTON
CLARK
STATE
RANDOLPH
WASHINGTON
MADISON
MONROE
ADAMS
JACKSON
QUINCY
CONGRESS BRANCH
DESPLAINES
HARLEM*
OAK PARK*
RIDGELAND*
AUSTIN
CENTRAL
CICERO
PULASKI
KEDZIE
CALIFORNIA
WESTERN
MEDICAL CENTER
RACINE
HALSTED
CLINTON
LASALLE
STATE-DEARBORN TRANSFER
HARRISON
ROOSEVELT
CERMAK
DOUGLAS BRANCH
CICERO-BERWYN
LARAMIE*
50TH AVE*
CICERO
KILDARE*
PULASKI
CENTRAL PARK
KEDZIE
CALIFORNIA
WESTERN
HOYNE
POLK
18TH ST.
TECH-35TH
INDIANA
43RD ST.
47TH ST.
51ST ST.
GARFIELD (55TH)
58TH ST.*
61ST ST.
ENGLEWOOD BRANCH
LOOMIS
RACINE
HALSTED
HARVARD
WENTWORTH
STATE
JACKSON PK. BRANCH
SOUTH PARK
COTTAGE GROVE
UNIVERSITY
DORCHESTER
JACKSON PK.
LEGEND
NORTH-SOUTH THRU ROUTE
WEST-NORTHWEST THRU ROUTE
LOOP ROUTES
Operation via subway
Station served by 'A' and local trains
Station served by 'B' and local trains
Station served by 'A', 'B' and local trains
Station served by all trains
Free transfer between rapid transit routes
Free transfer only in direction of arrow
All stations are transfer points between rapid transit and surface systems excepting stations indicated by this symbol *
METROPOLITAN TRANSIT
CTA
N


WEST-NORTHWEST ROUTE
Station served by both 'A' and 'B' trains.
MILWAUKEE BRANCH
LOGAN SQUARE
CALIFORNIA
WESTERN
DAMEN
DIVISION
CHICAGO
GRAND
LAKE TRANSFER
WASHINGTON
MONROE
JACKSON
'L' Loop
State St. Subway
LASALLE
CLINTON
HALSTED
RACINE
MEDICAL CENTER
WESTERN
CALIFORNIA
KEDZIE
PULASKI
CICERO
CENTRAL
AUSTIN
RIDGELAND
OAK PARK
HARLEM
DESPLAINES
CONGRESS BRANCH
POLK
18TH ST.
HOYNE
WESTERN
CALIFORNIA
KEDZIE
CENTRAL PARK
PULASKI
KILDARE
CICERO
50TH AVE
LARAMIE
CICERO-BERWYN
DOUGLAS BRANCH
N

A completely remodeled and modernized inner loop "L" station at Randolph-Wabash was officially opened for service on June 17, 1957. This station provides a direct entrance to the Marshall Field & Company store.

This project, which cost approximately $110,000, was worked out under a cooperative arrangement between Marshall Field & Company and CTA, under which Field's absorbed $40,000 of the cost.

Approximately $435,000 was expended during the year for painting and renovating other "L" and subway stations, and painting steel portions of elevated structures.

Kenwood-Stock Yards Branch

Substantial decreases in riding and the need for expensive repairs unwarranted by the limited riding finally forced abandonment of the famed Kenwood-Stock Yards branches of the Rapid Transit system.

These branches had been operated by the Authority and its predecessors under a lease arrangement with the Chicago Junction Railroad, owner.

The Stock Yards branch extended approximately 2.4 miles westward from the Indiana Avenue station and looped around within the stockyards. Operation of this branch was discontinued October 6, 1957. The Kenwood branch was a 1.27 mile shuttle line extending eastward from the Indiana Avenue station on the main North-South line. Operation of this branch was discontinued December 1, 1957. Suitable and adequate motor bus service was substituted.

Evanston Express Service

A revised Evanston express service, combining the Evanston Express (rush hour) and Shoppers' Special (non-rush hour) service, was placed in effect July 5, 1957, the day after new rates of fare were established. The new adult fare for the Evanston Express service became—token rate, 35c; cash rate, 38c from all stations in Wilmette and Evanston, and Howard, Morse and Loyola stations in Chicago. The same fare applies northbound from all Loop stations and from the Merchandise Mart station. Effective September 1, 1957, the token rate was reduced to 33¾c; the cash rate remained unchanged.

Congress Street Expressway

Work of laying tracks for the new West Side Subway in the Congress Street Expressway route is virtually complete. Permanent track facilities in the median strip from Laramie Avenue east to a direct connection with the Milwaukee-Dearborn subway tracks at Congress-La Salle station have been completed, and temporary tracks are also in place between Lotus Avenue and Des Plaines Avenue, Forest Park. Connecting trackage is now under construction between the depressed roadbed in the median strip at Laramie Avenue up to a ground-level connection with the temporary tracks extending westward from Lotus Avenue.

Work is progressing rapidly on construction of stations and installation of other fixed transportation equipment such as traction power, signal controls, communications, and other necessary equipment.

Construction of new terminal facilities at Des Plaines Avenue in Forest Park was started in August 1957. Work is already well advanced on the installation of storage yard facilities for 128 Rapid Transit cars. There will also be a CTA-suburban bus terminal, repair shop facilities, and parking space for automobiles.

This new West Side subway is an extension of the present Milwaukee-Dearborn subway, which terminated in Congress Street under the west bank of the South Branch of the Chicago River. The new subway runs underground in the twin tube from the existing Congress-LaSalle station beneath the U. S. Post Office Building, to the portal just east of the Halsted station for a distance of ¾ of a mile, where it emerges into the median strip of the Congress Street Expressway and continues westward for about nine miles to the terminal in Forest Park.

An incline connection from the Douglas Park elevated structure at Paulina Street to the subway extension near Loomis Street is also under construction. It is planned that the steel structure and track connections will be completed so that the Douglas Park branch trains can start operating in the Congress Street Expressway coincidentally with the operation of Garfield branch trains.

System

New Equipment

During 1957 the Authority received and placed into service 158 modern, all-metal Rapid Transit cars out of a total of 160 on order at the first of the year.

By using some parts from its "Green Hornet" PCC streetcars in constructing these new cars, CTA is saving $20,000 per car as compared with the cost of Rapid Transit cars built from all new components. In addition, the salvage value of the PCC streetcars is practically equal to their book value at this time, and the conversion program saves an obsolescence charge to the depreciation reserve of approximately $14,000 for each streetcar which is no longer required and for which there is no known market.

Orders for the conversion of an additional 100 PCC streetcars to L-subway cars are expected to be placed early in 1958.

A total of 169 modern buses were delivered and placed in service during 1957. This completed an order for 250 motor buses placed in 1956 for delivery in 1956 and 1957—150 Flxible-Twin Coach Company 51-passenger buses by outright purchase, and 100 Mack Motor Truck Corporation 49-passenger buses obtained under a lease arrangement.

Orders for 150 motor buses are expected to be placed early in 1958 to replace the same number of over-age and worn out motor buses.

This purchase will bring CTA's motor bus fleet up to a total of 2,918 units, of which approximately 50% will be powered by odorless, propane fueled motors—the largest propane bus fleet in the world.

Modernization Program

Fulfillment of the most prodigious modernization program ever undertaken in the history of local transit in Chicago was assured by the close of the year 1957. Orders for new equipment to be placed early in 1958 will complete the planned acquisition of 4,256 new, modern motor buses and cars, and also will increase total purchases of modern equipment to 4,286 units. The total expenditure for revenue vehicles will amount to approximately $107,330,150, of which $65,892,000 is for 3,512 Surface system cars and buses and $41,438,150 for 774 L-subway cars. The net cost will be about $99,350,150 after considering $7,980,000 salvage value realized on PCC streetcar components used in construction of new L-subway cars.

Total expenditures under the modernization program aggregate approximately $140,015,150; $107,330,150 for vehicles, referred to above, and $32,685,000 for construction of three new operating garages, carhouse conversions and bus garage improvements, trolley coach line conversions from streetcar operation, bus loops and terminals, Rapid Transit signals, interlockers and automatic crossing gates, and modernization of central repair shops, shop tools and machinery, and numerous other facilities.

Engineering Progress

A two-way communications system has been tested that will enable the central train control despatcher to talk directly with motormen and even passengers, on in-service Rapid Transit cars. The 1958 budget provides funds for installation of the voice-carrying mechanisms and the purchase of six receiving-transmitting sets. Additional receiving-transmitting sets will be installed on trains as rapidly as funds become available.

CTA engineers, in cooperation with R.C.A. Corporation, have developed a public address system equipped with transistor power supply for use on Rapid Transit cars for improved train announcements by conductors. It is expected that the 100 cars to be ordered in 1958 will come equipped with these new completely transistorized public address systems.

Studies of air conditioning systems for revenue vehicles have been carried on for some time. An air conditioning unit, which utilizes the evaporation method, is being installed on a Rapid Transit car for experimental use in the summer of 1958.

Automatic information signs for instruction of passengers on Rapid Transit station platforms have been developed and will be installed in new stations of the Congress Street Expressway.

Experiments are being continued of an automatic line supervisor for motor bus routes. Passage of a CTA bus by a wayside radio beam would send an impulse to a recording mechanism at a central despatching office. Several wayside check points along each route would enable a despatcher to see that vehicles are on schedule and, if not, to practically pin-point the area where buses are delayed and take appropriate action to get the line back on schedule with vehicles properly spaced.

Personnel

The Authority is sorry to report the death of four members of its executive group—Mr. Albert C. Jann, General Accountant, on February 15, 1957; Mr. Thomas C. Strachan, Jr., General Attorney, on September 22, 1957; Mr. Frank A. Forty, Superintendent of Schedules and Traffic, on December 29, 1957; and Mr. Charles A. Burns, Treasurer, on February 23, 1958.

Mr. Jann's position was filled by Mr. Lawrence J. Francoeur and, upon Mr. Francoeur's retirement on December 31, 1957, Mr. Andrew J. Fitzsimons became General Accountant. Mr. LeRoy C. Dutton was promoted to Superintendent of Schedules and Traffic to succeed Mr. Forty. Mr. William J. Lynch was appointed to succeed Mr. Strachan as General Attorney for the Authority. Mr. Lynch has practiced law in Chicago for 26 years, specializing in corporation law. He served as an Assistant State's Attorney from 1933 to 1938, and since 1950 had been a State Senator, which office he resigned to accept his present appointment. Mr. C. H. Grube was appointed Acting Treasurer.

During the year, 544 employes retired on pensions. There were 361 deaths of persons pensioned. The total number of persons on pension at December 31, 1957 was 5,344.

The total number of employes in service at the end of 1957 was 14,323, a decrease of 177 under the 14,500 at December 31, 1956, and a decrease of 9,045 under the 23,368 employes in service at dates of acquisition of properties from predecessor companies.

A critical manpower shortage existed throughout the year, particularly Surface system bus operators, which burdened operating expenses with overtime costs of approximately $795,000.

Chicago Transit Board

The term of Mr. James R. Quinn, as a member of Chicago Transit Board, expired on September 1, 1957. Mr. Quinn, who has been a member of the Board since the organization of the Authority in 1945, was reappointed for a seven-year term expiring September 1, 1964. The appointment was made by Honorable Richard J. Daley, Mayor of Chicago, and approved by Honorable William G. Stratton, Governor of Illinois.

All members of the Board were saddened by the death of Mr. Philip W. Collins on February 13, 1958. Mr. Collins had been a member of Chicago Transit Board since organization of the Authority. His ability in business and finance and conscientious devotion to duty was of great assistance in the management and modernization of local transportation facilities in Chicago. His term of office would have expired September 1, 1962.

On April 29, 1958, Mr. Edward F. Moore was appointed as a member of the Board to fill the unexpired term of Mr. Collins. The appointment was made by the Honorable William G. Stratton, Governor of Illinois, and approved by the Honorable Richard J. Daley, Mayor of Chicago. Mr. Moore filed his oath of office with the Secretary of State on May 1, 1958.

During the year the Board held twenty meetings for the transaction of official business and, in addition, held many informal conferences and several public hearings. Besides the usual current matters relating to management and operation, the Board and its committees gave much time and study to problems such as fare structures, design and financing of rolling stock, settlement of wage agreements and working conditions, and improvement, expansion and financing of Rapid Transit facilities.

Outlook for 1958

Financial

On December 5, 1957, Chicago Transit Board adopted a $129,647,000 budget for the year 1958, which showed that after payment of all operating expenses, debt service on revenue bonds, and carryover of the estimated 1957 deficit, there would be a $325,000 deficiency in meeting the full depreciation requirements. However, favorable weather conditions in December 1957 stimulated Christmas shopper riding and reduced snow and ice removal expenses to the extent that the 1957 deficit carryover was $387,300 less than had been estimated. Therefore, if revenue and expense esttimates for 1958 stay in line, the year's operation could result in a slight balance available for deposit to the Revenue Bond Amortization Fund.

The 1958 budgeted expenses were based on wage rates currently in effect at the 1957 year-end, including a cost-of-living allowance of 5c per hour which became effective December 1, 1957. This budget anticipates two 5½c hourly increases to be granted hourly paid employes on June 1 and December 1, 1958 in compliance with contractual agreements.

Capital Projects

Cash available for capital outlays in 1958 is estimated at $21,000,000 if full depreciation provisions are earned. Of this amount, $12,770,000 is committed for purchase of new revenue vehicles, and approximately $4,000,000 must be spent on normal capital replacements for the Rapid Transit system to insure safe and efficient operation. Practically all of the balance is committed for other capital projects urgently needed—some of which are already under way.

In addition to the purchase of equipment, other major projects to be started in 1958, or carried forward into 1958, are:

1. Construction and signalizing a four-track right-of-way in the Wilson Avenue station area.
2. Elevation and extension of the Lake Street branch of the Rapid Transit system over a 2½ mile section now operating at ground level.
3. Electrical power distribution facility changes brought about by construction of Congress Street and the Northwest Expressways.
4. Purchase land and install trackage for additional car storage facilities at Howard Street Yards.
5. Purchase land near Howard and Hermitage Streets for a contemplated consolidated Rapid Transit and bus terminal to improve passenger interchange facilities.
6. Improvements and additions to existing garages, bus stations, terminals and shops.
7. Purchase of snow fighting equipment, and replacement of over-age utility trucks.

Financial Assistance

The modernization program initiated by CTA ten years ago was successfully concluded in 1957 at a cost of over $140,000,000. While this is an outstanding accomplishment, it has left the Authority with all its bonding power used and with most of its income committed. Further opportunity no longer exists to effect such spectacular economies as have been accomplished during the past ten years by converting two-man streetcar lines to motor buses and through the use of multiple door control Rapid Transit cars.

These factors, and the certainty of higher costs in the future, preclude the possibility of financing further improvement and expansion programs from transit fares.

An improved and expanded Rapid Transit system in the Chicago Metropolitan Area is a recognized necessity because at least 60% of the population depend on some form of public transit, and Chicago's growth potential cannot be attained without adequate transit facilities.

Early in 1957 the Authority developed and presented plans for an expansion and improvement program that called for public financial assistance of about $315,000,000 spread over a 20-year period. During the 1957 sessions of the Illinois General Assembly this program was discussed at great length but no substantial amount of financial aid was provided or authorized.

It is hoped that a plan to carry out this essential program will be acted upon during the 1959 session of the Illinois General Assembly.

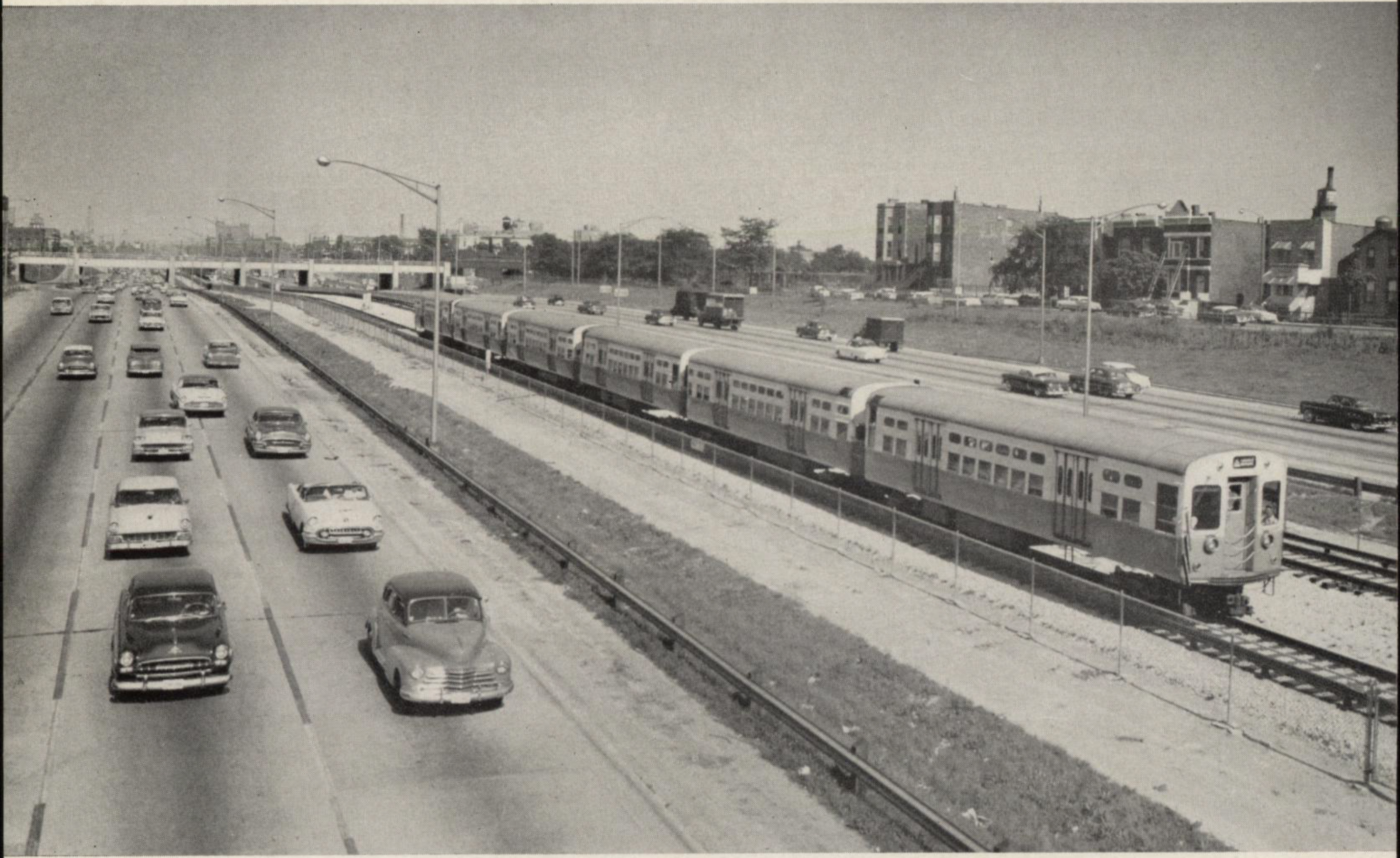
Acknowledgments

Appreciation is expressed to the City of Chicago, the County of Cook, the State of Illinois and other governmental agencies for their efforts and contributions toward the imminent completion of the West Side subway extension in Congress Street Expressway, and their interest in further expansion of Rapid Transit facilities throughout the Chicago Metropolitan Area.

We also pay tribute to the loyalty, industry, and unfailing support of the entire staff in our efforts to maintain a high standard of service to the public.

By Order of the Board,

V. E. Gunlock
Chairman



View looking east from California Avenue during a weekday rush hour—new West Side Subway

ARTHUR ANDERSEN & CO.

120 South LaSalle Street
Chicago 3

Chicago Transit Board,
Chicago Transit Authority:

We have examined the balance sheet of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1957, and the related statements of income, of accumulated net earnings, of application of revenues and of funds for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and related statements of income, of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 31, 1957, and the results of its operations and fund transactions for the year then ended, and were prepared in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

It is our further opinion that the accompanying statement of application of revenues presents fairly the distribution made of revenues of Chicago Transit Authority for the year ended December 31, 1957, and was prepared in accordance with the provisions of the Trust Agreement securing the Revenue Bonds.

Arthur Andersen & Co.

March 7, 1958.

CHICAGO TRANSIT AUTHORITY --

Assets

	December 31	
	1957	1956
Transportation Property, at cost	$173,535,135	$169,369,959
Less—Reserve for depreciation	43,612,421	38,655,448
	$129,922,714	$130,714,511
Special Funds—cash and U. S. Government securities (see accompanying statement of funds):		
Under control of Revenue Bond Trustee—		
Transit Revenue	$ —	$ —
Series of 1947 Serial Bond Maturity	1,000,000	1,500,000
Sinking Funds	2,222	—
Revenue Bond Reserves	8,114,308	7,870,474
Depreciation Reserve ($1,781,456 minimum balance required at December 31, 1957, by Equipment Trust Agreements)	8,269,524	5,951,694
Revenue Bond Amortization	1,331	1,331
Operating Expense Reserve	1,257,837	1,571,426
Modernization	9,922	223,340
	$ 18,655,144	$ 17,118,265
Under control of Equipment Trustee (for purchase of equipment)	55,144	2,069,969
Damage Reserve	1,245,041	1,206,952
	$ 19,955,329	$ 20,395,186
Current Assets:		
Cash, U. S. Government and municipal securities (see accompanying statement of funds)—		
Working cash (including $5,000,000 provided from Revenue Bond proceeds)	$ 13,627,634	$ 14,481,580
Deposits for payment of interest on Revenue Bonds	2,329,233	2,391,963
Deposits for payment of interest on Equipment Trust Certificates	183,232	264,608
	$ 16,140,099	$ 17,138,151
Accounts receivable, less reserve	1,067,901	609,492
Materials and supplies, at average cost	5,618,184	5,794,771
Prepayments and other current assets	805,543	741,826
	$ 23,631,727	$ 24,284,240
Deferred Charges:		
Discount on Series of 1952 Revenue Bonds	$ 479,411	$ 665,578
Improvements to leased offices, in process of amortization	249,337	314,382
Other	4,186	256,513
	$ 732,934	$ 1,236,473
	$174,242,704	$176,630,410

COMPARATIVE BALANCE SHEETS

Liabilities

	December 31	
	1957	1956
Long-Term Debt (see accompanying statements):		
Revenue Bonds	$120,122,000	$123,864,000
Equipment Trust Certificates, after deducting funds of $2,721,800 and $2,681,800, respectively, held by Trustee for payment of principal—Note 1	10,818,200	10,913,200
	$130,940,200	$134,777,200
4% Property Purchase Obligation, $142,000 payable annually from Depreciation Reserve Fund, less current maturity	$ 142,000	$ 284,000
Accumulated Net Earnings (see accompanying statement):		
Portion allocated in accordance with Revenue Bond Trust Agreement for—		
Serial Bond Maturity	$ 12,000,000	$ 9,500,000
Sinking Funds	591,475	—
Revenue Bond Reserves	8,115,388	7,870,474
Revenue Bond Amortization	2,883,506	2,883,506
Operating Expense Reserve	1,257,837	1,571,426
Modernization	701,607	634,009
Other	621,567	398,645
Deficiency, representing depreciation for which cash was not available for deposit with Trustee	(180,690)	(223,612)
	$ 25,990,690	$ 22,634,448
Less—Financing costs not deductible from revenues in accordance with Revenue Bond Trust Agreement	5,301,580	4,601,529
	$ 20,689,110	$ 18,032,919
Current Liabilities:		
Accounts payable	$ 5,666,777	$ 5,259,599
Accrued wages and vacation pay	4,893,240	6,513,986
Accrued interest on Revenue Bonds	2,329,233	2,391,963
Accrued interest on Equipment Trust Certificates	183,232	264,608
Unredeemed tickets and tokens	692,376	304,587
	$ 13,764,858	$ 14,734,743
Deferred Liability (for repaving of abandoned right of way)	$ 1,702,616	$ 1,835,716
Damage Reserve	$ 7,003,920	$ 6,965,832
Equipment Commitments—Note 1		
	$174,242,704	$176,630,410

The accompanying notes are an integral part of these balance sheets.

Statement of Revenue Bonds

December 31, 1957

	Total Revenue Bonds	Series of 1947	
		Interest Rate	Amount
Principal Amount by Year of Maturity:			
1958	$ 2,000,000	3⅜%	$ 2,000,000
1959	2,000,000	3⅜	2,000,000
1960	2,000,000	3⅜	2,000,000
1961	2,000,000	3⅜	2,000,000
1962-1965	8,000,000	3½	8,000,000
1966-1972	13,000,000	3⅝	13,000,000
1978	61,742,000	3¾	61,742,000
1982	29,380,000	—	—
REVENUE BONDS per balance sheet	$120,122,000		$ 90,742,000
OTHER DATA WITH RESPECT TO REVENUE BONDS:			
Funds on deposit or to be deposited with Trustee, classified as special funds in balance sheet—			
Serial Bond Maturity	$ 1,000,000		$ 1,000,000
Sinking Funds	2,222		307
Revenue Bond Reserves	8,114,308		6,400,000
Revenue Bond Amortization	1,331		531
	$ 9,117,861		$ 7,400,838
Deposits with Trustee (exclusive of interest) required in 1958 (note)—			
Serial Bond Maturity, monthly deposits beginning July 1 of each year to pay Series of 1947 Revenue Bonds maturing the following July 1	$ 2,000,000		$ 2,000,000
Series of 1947 Sinking Fund, monthly deposits for the retirement or redemption of 1947 Revenue Bonds	1,205,880		1,205,880
Revenue Bond Reserves—			
Series of 1947, required to be maintained at $6,400,000	—		—
Series of 1952, required to be maintained at 6% ($1,348,020 at December 31, 1957) of the principal amount of the Series of 1952 Revenue Bonds	—		—
Series of 1953, $7,000 monthly until fund aggregates 6% of the principal amount of the then outstanding Series of 1953 Revenue Bonds	48,492		—
	$ 3,254,372		$ 3,205,880

NOTE: The Authority is also required to deposit from moneys remaining after all required deposits in the Depreciation Fund have been made, $316,714 each quarter, and deficiencies, if any, in previous quarters within the year, in the Revenue Bond Amortization Fund.

Sinking Fund deposits for the Series of 1952 and 1953 Revenue Bonds are required beginning January 1, 1960.

Series of 1952		Series of 1953	
Interest Rate	Amount	Interest Rate	Amount
—%	$ —	—%	$ —
—	—	—	—
—	—	—	—
—	—	—	—
—	—	—	—
—	—	—	—
—	—	—	—
4½	22,467,000	4½	6,913,000
	$ 22,467,000		$ 6,913,000
	$ —		$ —
	1,915		—
	1,348,020		366,288
	110		690
	$ 1,350,045		$ 366,978
	$ —		$ —
	—		—
	—		—
	—		—
	—		48,492
	$ —		$ 48,492

Statement of Equipment Trust Certificates

December 31, 1957

	Total Equipment Trust Certificates	Series 4 Class 1 3¾%	Series 4 Class 2 4½%
Principal Amount by Year of Maturity:			
1958	$ 2,980,000	$1,170,000	$415,000
1959	2,705,000	1,215,000	215,000
1960	2,395,000	1,270,000	—
1961	905,000	—	—
1962	950,000	—	—
1963	990,000	—	—
1964	1,025,000	—	—
1965	1,055,000	—	—
1966	535,000	—	—
Total outstanding	$13,540,000	$3,655,000	$630,000
Less—Funds held by Trustee for payment of principal (deducted from Equipment Trust Certificates in accompanying balance sheet)	2,721,800	1,240,000	205,000
EQUIPMENT TRUST CERTIFICATES, per balance sheet	$10,818,200	$2,415,000	$425,000
OTHER DATA WITH RESPECT TO EQUIPMENT TRUST CERTIFICATES:			
Deposits with Trustee required in 1958 for payment of principal (Note 2)	$ 3,055,000	$1,190,000	$425,000

	Total Units	Total Amount	Series 4 Units	Series 4 Amount
Collateral at December 31, 1957—				
Equipment held in name of Trustee (at contract cost)—				
Propane buses	650	$12,700,803	266	$ 5,060,519
Elevated-subway cars	464	23,741,322	137	6,429,660
Partial payments on elevated-subway cars in process of manufacture or delivery	—	164,019	—	—
Cash and U. S. Government securities held by Trustee for purchase of the following equipment—elevated-subway cars	6	55,144	—	—
		$36,661,288		$11,490,179

NOTES:

(1) Additional interest is payable on $1,405,000 of Series 7 Certificates and on the Series 8 Certificates to December 1, 1959, at the per annum rate of 1⅞%.

(2) Payments of principal and interest on all series of Equipment Trust Certificates are to be made from the Depreciation Reserve Fund, deposits to which are to be made only after requirements have been fulfilled for principal and interest on the Revenue Bonds.

Series 5		Series 6		Series 7		Series 8
Class 1	Class 2	Class 1	Class 2			
4%	5%	4%	5%	3½%	4⅛% (Note 1)	4⅛% (Note 1)
$ 345,000	$120,000	$ 690,000	$240,000	$ —	$ —	$ —
360,000	65,000	720,000	130,000	—	—	—
375,000	—	750,000	—	—	—	—
—	—	—	—	435,000	235,000	235,000
—	—	—	—	455,000	245,000	250,000
—	—	—	—	475,000	255,000	260,000
—	—	—	—	495,000	260,000	270,000
—	—	—	—	505,000	270,000	280,000
—	—	—	—	255,000	140,000	140,000
$1,080,000	$185,000	$2,160,000	$370,000	$2,620,000	$1,405,000	$1,435,000
365,600	60,000	731,200	120,000	—	—	—
$ 714,400	$125,000	$1,428,800	$250,000	$2,620,000	$1,405,000	$1,435,000
$ 355,000	$125,000	$ 710,000	$250,000	$ —	$ —	$ —

Series 5		Series 6		Series 7		Series 8	
Units	Amount	Units	Amount	Units	Amount	Units	Amount
100	$1,975,286	134	$2,672,637	150	$ 2,992,361	—	$ —
26	1,233,329	92	4,364,857	145	7,972,356	64	3,741,120
—	—	—	—	—	28,000	—	136,019
—	—	—	—	2	45,283	4	9,861
	$3,208,615		$7,037,494		$11,038,000		$3,887,000

Notes to Financial Statements

December 31, 1957

(1) The Authority has an agreement with John Nuveen & Co., which provides, subject to certain conditions, for the sale of $9,540,000 additional Equipment Trust Certificates provided the aggregate amount of all certificates outstanding at any time will not exceed $15,000,000. It is anticipated that Equipment Trust Certificates will be sold as funds are required for the purchase of equipment; which equipment will be pledged as collateral for such certificates.

Subsequent to December 31, 1957, the Authority contracted for the purchase of 150 motor buses at a contract cost of $3,336,000 and for the conversion of an additional 100 P.C.C. streetcars to elevated-subway cars at a contract cost of $6,550,550. The cost of this equipment is to be paid from the proceeds of the sale of additional Equipment Trust Certificates, and from Depreciation and Modernization Funds.

(2) The Authority has a contract with Mack Trucks, Inc., covering the lease of 100 propane motor buses. The remaining contract rental of $1,772,033 is payable in installments of which $582,239 is payable in 1958, and the balance in reduced amounts through the year 1964.

Statements of Income (See Note)

For the Years Ended December 31, 1957 and 1956

	1957	1956
Revenues	$124,472,935	$120,193,554
Operating Expenses:		
Conducting transportation	$ 52,019,732	$ 50,346,775
Maintenance—		
Equipment	19,035,612	18,895,501
Way and structures	6,540,062	6,256,383
Electric power	5,621,663	5,744,226
Fuel for revenue equipment	3,038,637	2,810,263
Rental of motor buses	607,554	50,630
Provision for injuries and damages	8,901,923	8,113,065
General and administrative expenses—		
Employees' pensions and insurance	5,832,811	5,631,297
Social security taxes	1,328,991	1,231,970
Other	3,834,416	3,631,197
	$106,761,401	$102,711,307
Depreciation	9,957,835	9,615,485
Municipal compensation	—	—
	$116,719,236	$112,326,792
Net operating income	$ 7,753,699	$ 7,866,762
Interest Deductions:		
Interest on Revenue Bonds	$ 4,727,766	$ 4,830,374
Interest on Equipment Trust Certificates	648,985	648,883
Interest on Property Purchase Obligations	16,566	22,246
Amortization of Revenue Bond discount	34,500	34,500
Interest earned on funds controlled by Revenue Bond Trustee	(330,309)	(290,659)
	$ 5,097,508	$ 5,245,344
Net income (see note)	$ 2,656,191	$ 2,621,418

( ) Denotes deduction.

NOTE: The above statements show the revenues, expenses and net income of the Authority for the years ended December 31, 1957 and 1956. These statements do not purport to show the disposition of gross revenues in the order of precedence required by the Revenue Bond Trust Agreement. Such information is presented in the accompanying Statements of Accumulated Net Earnings and Application of Revenues.

The accompanying notes are an integral part of these statements.

Statements of Application of Revenues

(Applied in the order of precedence required by Trust Agreement securing Revenue Bonds)
For the Years Ended December 31, 1957 and 1956

	1957	1956
Revenues	$124,472,935	$120,193,554
Operation and Maintenance Expenses	106,761,401	102,711,307
	$ 17,711,534	$ 17,482,247
Debt Service Requirements—Revenue Bonds:		
Interest	$ 4,727,766	$ 4,830,374
Serial Bond Maturity Fund	2,500,000	2,900,000
Series of 1947 Sinking Fund	574,600	—
Revenue Bond Reserves	222,000	360,000
	$ 8,024,366	$ 8,090,374
Balance	$ 9,687,168	$ 9,391,873
Transfer from Operating Expense Reserve to Meet Deficit in Debt Service Requirement in January, 1957	313,589	—
	$ 10,000,757	$ 9,391,873
Other Requirements:		
Depreciation—		
Prior period deficiency	$ 223,612	$ —
Current period	9,957,835	9,615,485
Revenue Bond Amortization	—	—
Operating Expense Reserve	—	—
Municipal Compensation	—	—
	$ 10,181,447	$ 9,615,485
Deficiency, representing depreciation for which cash was not available for deposit with Trustee	$ (180,690)	$ (223,612)

NOTE: Revenues remaining in each year after deducting operation and maintenance expenses are to be deposited in the following funds, in the order shown, to the extent that moneys are available therefor:

1. Revenue Bond Interest, Serial Bond Maturity, Sinking Fund, and Reserve Funds—Deposits equal to debt service requirements as provided for in the Revenue Bond Trust Agreement.
2. Depreciation Reserve Fund—Deposits equal to annual depreciation provision and deficiencies, if any, in prior years' deposits.
3. Revenue Bond Amortization Fund—Deposits, cumulative within the year, equal to $300,000 quarterly for the Series of 1947 and 1952 Revenue Bonds and $16,714 quarterly for the Series of 1953 Revenue Bonds.
4. Operating Expense Reserve Fund—Deposit to be $900,000 each year if revenues are available in such year.
5. Municipal Compensation Fund—Deposit to be equal to an amount computed in accordance with the Franchise Ordinance, to the extent revenues are available.
6. Modernization Fund—Deposit to be equal to the moneys remaining after making required deposits in the above funds.

The accompanying notes are an integral part of these statements.

ds Under Control of Revenue Bond Trustee							Other Funds	
Bond								
Sinking Funds	Reserves	Depreciation Reserve	Revenue Bond Amortization	Operating Expense Reserve	Modernization	Funds Under Control of Equipment Trustee (See Accompanying Statement)	Damage Reserve	Working Cash
—	$7,870,474	$ 5,951,694	$1,331	$1,571,426	$ 223,340	$ 2,069,969	$1,206,952	$ —
—	—	—	—	—	—	264,608	—	14,481,580
—	—	—	—	—	—	2,681,800	—	—
—	$7,870,474	$ 5,951,694	$1,331	$1,571,426	$ 223,340	$ 5,016,377	$1,206,952	$ 14,481,580
—	—	4,248,854	—	—	2,320,520	—	(601,312)	(12,698,035)
—	$7,870,474	$10,200,548	$1,331	$1,571,426	$2,543,860	$ 5,016,377	$ 605,640	$ 1,783,545
—	$ 162,610	$ —	$ —	$ 32,309	$ —	$ 87,977	$ —	$ 255
—	—	—	—	—	—	2,840,000	—	—
16,875	22,914	222,922	—	—	67,598	(87,977)	—	(255)
574,600	222,000	9,546,415	—	—	983,000	—	—	112,525,685
—	—	—	—	(313,589)	—	—	—	—
1,080	(163,690)	—	—	(32,309)	811,503	—	9,215,578	(10,027,081)
592,555	$ 243,834	$ 9,769,337	$ —	$ (313,589)	$1,862,101	$ 2,840,000	$9,215,578	$102,498,604
—	$ —	$ —	$ —	$ —	$ —	$ —	$ —	$105,068,334
590,333	—	1,862,747	—	—	1,562,268	12,470,741	9,221,820	(3,425,015)
—	—	6,594,540	—	—	980,000	(7,574,540)	—	—
590,333	$ —	$ 8,457,287	$ —	$ —	$2,542,268	$ 4,896,201	$9,221,820	$101,643,319
2,222	$ 9,710	$ 1,058,569	$1,331	$ 5,128	$ 148,219	$ 1,702,848	$ 599,398	$ 2,622,659
—	8,104,598	10,454,029	—	1,252,709	1,715,474	1,257,328	—	16,171
2,222	$8,114,308	$11,512,598	$1,331	$1,257,837	$1,863,693	$ 2,960,176	$ 599,398	$ 2,638,830
—	—	—	—	—	—	—	—	—
—	—	1,044,079	—	—	—	—	645,643	4,847,880
—	—	(4,287,153)	—	—	(1,853,771)	—	—	6,140,924
2,222	$8,114,308	$ 8,269,524(1)	$1,331	$1,257,837	$ 9,922	$ 2,960,176	$1,245,041	$ 13,627,634
2,222	$8,114,308	$ 8,269,524	$1,331	$1,257,837	$ 9,922	$ 55,144	$1,245,041	$ —
—	—	—	—	—	—	183,232	—	13,627,634
—	—	—	—	—	—	2,721,800	—	—
2,222	$8,114,308	$ 8,269,524	$1,331	$1,257,837	$ 9,922	$ 2,960,176	$1,245,041	$ 13,627,634

( ) Denotes deduction.

Statement of Accumulated Net Earnings

For the Year Ended December 31, 1957

		Portion Allocated in Acc		
	Total	Serial Bond Maturity	Sinking Funds	Revenue Bond Reserves
Balance December 31, 1956	$18,032,919	$ 9,500,000	$ —	$7,870,474
Net income for 1957, per statement of income	2,656,191	—	16,875 (2)	22,914(
Allocation of net earnings for debt service requirements	—	2,500,000	574,600	222,000
Transfer to meet deficiency in debt service requirements in January 1957	—	—	—	—
Balance December 31, 1957	$20,689,110	$12,000,000	$591,475	$8,115,388

( ) Denotes deduction.

NOTES:

(1) In accordance with the Revenue Bond Trust Agreement these items, representing accumulated interest and redemption premi the Depreciation Reserve Fund, and amortization of discount on Revenue Bonds, are not deductible from revenues.

(2) Interest earnings on investments in funds controlled by the Revenue Bond Trustee which are available only for disbursement

(3) Deficiency, representing depreciation for which cash was not available for deposit with Trustee.

ordance With Revenue Bond Trust Agreement For

	Revenue Bond Amortization	Operating Expense Reserve	Modernization	(Other— Depreciation Fund and Special Modernization)	Unallocated Net Earnings	Financing Costs Not Deductible from Revenues (Note 1)
	$2,883,506	$1,571,426	$634,009	$398,645	$ (223,612)	$(4,601,529)
2)	—	—	67,598(2)	222,922(2)	3,025,933	(700,051)
	—	—	—	—	(3,296,600)	—
	—	(313,589)	—	—	313,589	—
	$2,883,506	$1,257,837	$701,607	$621,567	$ (180,690) (3)	$(5,301,580)

um on Equipment Trust Certificates and interest on the Property Purchase Obligation paid from

for purposes for which the funds were created.

Statement of Funds

For the Year Ended December 31, 1957

					Fun
					Revenu
Balance December 31, 1956—	Total	Transit Revenue	Interest	Serial Maturity	
Classified in accompanying balance sheet as:					
Special funds	$ 20,395,186	$ —	$ —	$1,500,000	$
Current assets	17,138,151	—	2,391,963	—	
Reduction of long-term debt	2,681,800	—	—	—	
	$ 40,215,137	$ —	$2,391,963	$1,500,000	$
Eliminate—					
Fund transfers and deposits recorded at December 31, 1956, but made after that date	(314,805)	6,415,168	—	—	
Balance December 31, 1956—					
After eliminating above transfers and deposits	$ 39,900,332	$ 6,415,168	$2,391,963	$1,500,000	$
Add—Receipts:					
Collection of revenues	$124,956,997	$124,588,918	$ 41,460	$ 43,468	$
Proceeds from sale of Equipment Trust Certificates	2,840,000	—	—	—	
Other receipts	5,908,953	5,666,876	—	—	
Transfers from Transit Revenue Fund	—	(131,079,466)	4,727,766	2,500,000	
Transfers from Operating Expense Reserve	—	313,589	—	—	
Other transfers (net)	—	279,847	(41,460)	(43,468)	
	$133,705,950	$ (230,236)	$4,727,766	$2,500,000	$
Deduct—Disbursements:					
Costs and expenses of operation, purchase of materials and supplies, reimbursable expenditures, etc.	$105,068,334	$ —	$ —	$ —	$
Disbursements for purposes for which funds were created	30,073,390	—	4,790,496	3,000,000	
Transfers from Revenue Bond Trustee to Equipment Trustee (see accompanying statement)	—	—	—	—	
	$135,141,724	$ —	$4,790,496	$3,000,000	$
Balance December 31, 1957—					
Before transfers described below:					
Cash	$ 14,678,459	$ 6,184,932	$2,329,233	$ 14,210	$
U. S. Government and municipal securities (at cost)	23,786,099	—	—	985,790	
	$ 38,464,558	$ 6,184,932	$2,329,233	$1,000,000	$
Add or (Deduct):					
December collections deposited January 2, 1958	352,670	352,670	—	—	
Fund transfers to be made after December 31, 1957—					
Transfers from Transit Revenue Fund	—	(6,537,602)	—	—	
Reimbursement of working cash for disbursements payable from special funds	—	—	—	—	
	$ 38,817,228	$ —	$2,329,233	$1,000,000	$
Balance December 31, 1957:					
Classified in accompanying balance sheet as:					
Special funds	$ 19,955,329	$ —	$ —	$1,000,000	$
Current assets	16,140,099	—	2,329,233	—	
Reduction of long-term debt	2,721,800	$ —	—	—	
	$ 38,817,228	$ —	$2,329,233	$1,000,000	$

NOTE (1): $1,781,456 minimum balance required at December 31, 1957, by Equipment Trust Agreements.

Revenue Equipment Owned

December 31, 1957

	On Hand Dec. 31, 1956	January 1, 1957 to December 31, 1957 Acquired	Retired	On Hand Dec. 31, 1957
Surface System:				
P. C. C. Streetcars	197	—	70	127
Buses—				
Trolley Buses	593	—	1	592
Gas—Mechanical	265	—	26	239
Gas—Hydraulic	527	—	—	527
Diesel—Hydraulic	702	1	—	703
Propane—Hydraulic	1,100	99	—	1,199
Total Buses	3,187	100	27	3,260
Total Surface Equipment	3,384	100	97	3,387
Rapid Transit System:				
Elevated Cars—wood and steel	288	—	168	120
Elevated—Subway Cars—				
Steel, conventional type	452	—	—	452
Metal, Articulated	4	—	—	4
Metal, P. C. C.	510	158	—	668
Total Rapid Transit Cars	1,254	158	168	1,244
Total Revenue Equipment Owned	4,638	258	265	4,631

Statement of Funds Under Control of Equipment Trustee

For the Year Ended December 31, 1957

		Equipment Tru		
	Total Funds Under Control of Equipment Trustee	Payment of Interest	Payment of P	
			Series 4	Series 5
Balance December 31, 1956:				
Classified in accompanying balance sheet as:				
Special funds	$ 2,069,969	$ —	$ —	$ —
Current assets	264,608	264,608	—	—
Reduction of long-term debt	2,681,800	—	1,420,000	420,600
	$ 5,016,377	$264,608	$1,420,000	$420,600
Add—Receipts:				
Proceeds from sale of Equipment Trust Certificates	$ 2,840,000	$ —	$ —	$ —
Interest collections on U. S. Government securities	87,977	4,784	24,712	7,213
Interest collections transferred to Revenue Bond Trustee	(87,977)	(4,784)	(24,712)	(7,213
Transfers from Revenue Bond Trustee for—				
Payment of principal and interest on Equipment Trust Certificates	3,594,540	659,540	1,555,000	460,000
Purchase of equipment	3,000,000	—	—	—
Proceeds from sale of PCC cars	980,000	—	—	—
	$10,414,540	$659,540	$1,555,000	$460,000
Deduct—Disbursements:				
Payments to equipment manufacturers	$ 8,834,824	$ —	$ —	$ —
Payment of principal and interest on Equipment Trust Certificates	3,635,917	740,917	1,530,000	455,000
	$12,470,741	$740,917	$1,530,000	$455,000
Balance December 31, 1957:				
Cash	$ 1,702,848	$169,335	$ 786,272	$230,780
U. S. Government securities (at cost)	1,257,328	13,897	658,728	194,820
	$ 2,960,176	$183,232	$1,445,000	$425,600
Balance December 31, 1957—				
Classified in accompanying balance sheet as:				
Special funds	$ 55,144	$ —	$ —	$ —
Current assets	183,232	183,232	—	—
Reduction of long-term debt	2,721,800	—	1,445,000	425,600
	$ 2,960,176	$183,232	$1,445,000	$425,600

st Certificate Funds

rincipal	Purchase of Equipment	
Series 6	Series 7	Series 8
$ —	$2,069,969	$ —
—	—	—
841,200	—	—
$841,200	$2,069,969	$ —
$ —	$1,405,000	$1,435,000
15,991	14,359	20,918
(15,991)	(14,359)	(20,918)
920,000	—	—
—	1,500,000	1,500,000
—	28,000	952,000
$920,000	$2,933,000	$3,887,000
$ —	$4,957,685	$3,877,139
910,000	—	—
$910,000	$4,957,685	$3,877,139
$461,317	$ 45,283	$ 9,861
389,883	—	—
$851,200	$ 45,283	$ 9,861
$ —	$ 45,283	$ 9,861
—	—	—
851,200	—	—
$851,200	$ 45,283	$ 9,861

Mileage Owned, Leased and Operated

December 31, 1957

	Surface System	Rapid Transit System	Combined
Track Owned or Leased:			
Owned	134.47	189.74	324.21
Leased	—	17.20	17.20
Total Track Owned or Leased	134.47	206.94	341.41
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Tracks	21.72	163.21	184.93
Trolley Bus Lines (Single Way Miles)	260.02	—	260.02
Motor Bus Lines (Single Way Miles)	1,596.03	—	1,596.03
Total Revenue Miles	1,877.77	163.21	2,040.98
Non-Revenue Miles—			
Unused Track	101.72(1)	2.77(1)	104.49
Service Track	11.03(2)	40.96(3)	51.99
Connecting Trolley Bus Lines and Trolley Bus Storage	17.79	—	17.79
Total Non-Revenue Miles	130.54	43.73	174.27
TOTAL	2,008.31	206.94	2,215.25

NOTES:

(1) This mileage covers Tracks located in public ways and streets which are isolated, Tracks from which electric service has been disconnected, and Tracks not used.

(2) This mileage covers Tracks located in yards and carhouses; also 1.29 miles in public ways and streets used for pull-in, pull-out, work cars, and in case of emergencies.

(3) Includes 14.16 miles of Main Line Storage Track, and 3.28 miles freight Gauntlet Track, Evanston Branch. Balance consists of Tracks in yard and carhouses.

Statement of Transportation Property and Organization Expense

Showing Balance at December 31, 1956, Plus Additions and Less Retirements During Year 1957 and Balance at December 31, 1957

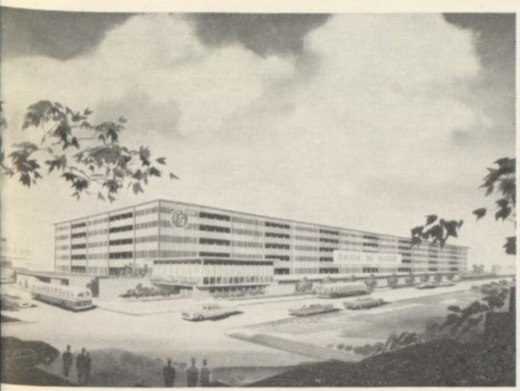
	Balance Dec. 31, 1956	Gross Additions	Retirements	Balance Dec. 31, 1957
Land	$ 13,739,504	$ 11,985	$ 361,667	$ 13,389,822
Track and Paving	11,215,623	177,060	2,555,551	8,837,132
Machinery and Tools	3,635,930	160,592	55,003	3,741,519
Electric Line Equipment	10,197,269	256,424	676,850	9,776,843
Buildings	23,168,569	636,049	689,804	23,114,814
Cars	35,946,361	6,566,472	1,834,039	40,678,794
Buses	55,065,591	2,552,595	182,301	57,435,885
Work Cars, Autos and Service Equipment	1,540,237	44,358	30,653	1,553,942
Furniture	1,137,148	51,976	9,031	1,180,093
Signals and Interlocking	661,749	1,834	24,936	638,647
Crossings, Fences and Signs	758,984	23,969	6,105	776,848
Elevated Structures	6,907,429	76,935	54,948	6,929,416
Substation Equipment	1,715,444	63,911	243,569	1,535,786
Telephone and Communications	500,449	916	2,692	498,673
Engineering	46,623	—	—	46,623
General and Miscellaneous	3,047,733	317,179	49,930	3,314,982
Total Transportation Property	$169,284,643	$10,942,255	$6,777,079	$173,449,819
Organization Expense	85,316	—	—	85,316
TOTAL	$169,369,959	$10,942,255	$6,777,079	$173,535,135

Operating Statistics

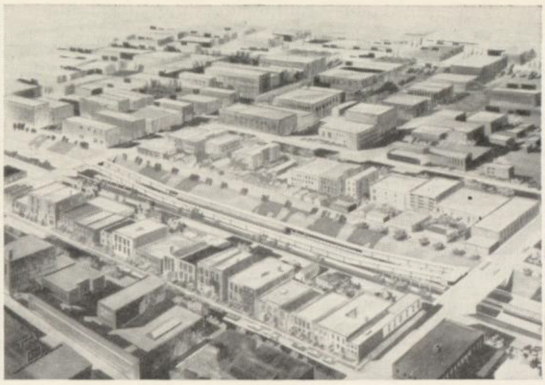
For the Year Ended December 31, 1957

	Surface System	Rapid Transit System	Combined System
Passenger and Traffic Statistics:			
Revenue Passengers	469,785,257	112,280,610	582,065,867
Revenue Vehicle Miles—			
Cars	3,021,656	44,487,108	47,508,764
Trolley Coaches	20,192,921	—	20,192,921
Motor Buses	94,628,627	—	94,628,627
Total Revenue Miles	117,843,204	44,487,108	162,330,312
Revenue per Vehicle Mile	84.03c	57.19c	76.68c
Revenue Vehicle Hours—			
Cars	330,765	(1)	330,765
Trolley Coaches	2,510,330	—	2,510,330
Motor Buses	11,073,507	—	11,073,507
Total Revenue Vehicle Hours	13,914,602	—	13,914,602
Power Statistics:			
Direct Current Kilowatt Hours	101,171,322	210,934,736	312,106,058
Average Cost per Kilowatt Hour	—	—	1.77c
Fuel Statistics:			
Gasoline—			
Gallons	8,479,767		
Average Miles per Gallon	2.80		
Diesel Fuel—			
Gallons	5,499,198		
Average Miles per Gallon	4.08		
Propane Fuel—			
Gallons	21,417,253		
Average Miles per Gallon	2.26		

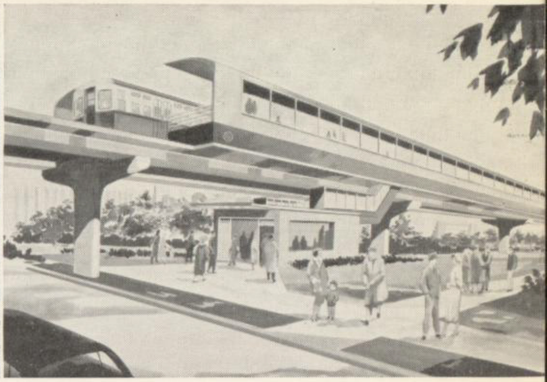
(1) Not available.



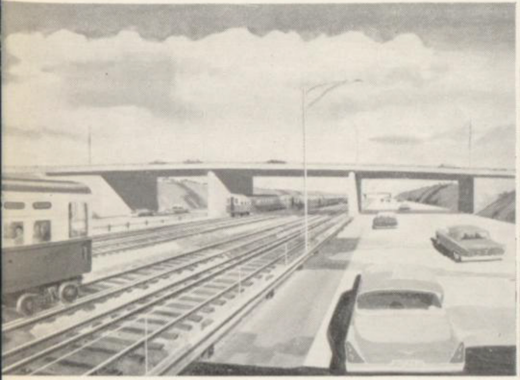
Ravenswood Terminal



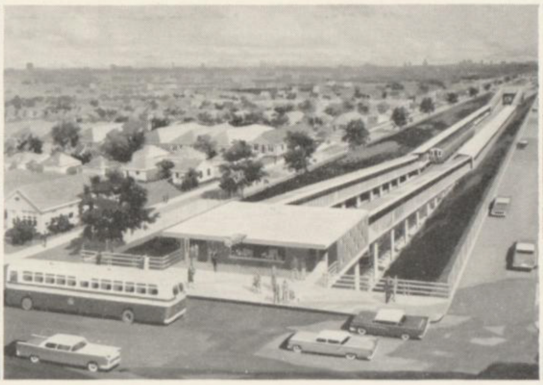
Ravenswood Grade Separation In Cut



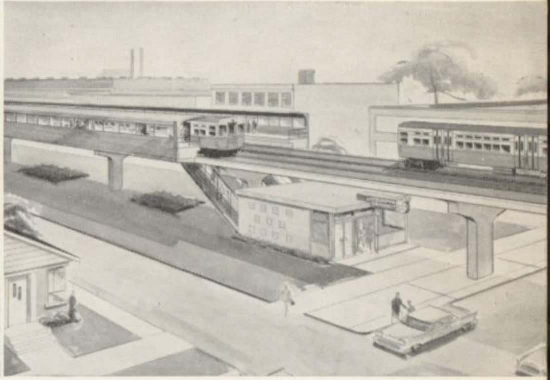
Ravenswood Grade Separation On Structure



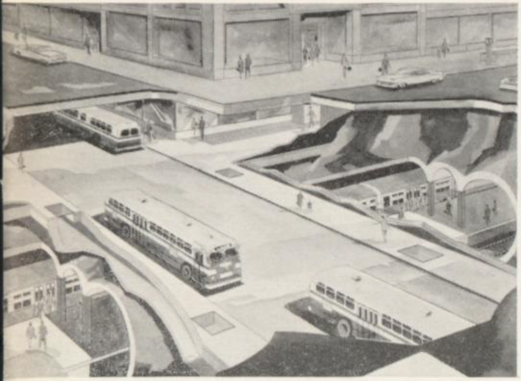
Four Tracks in Congress Expressway



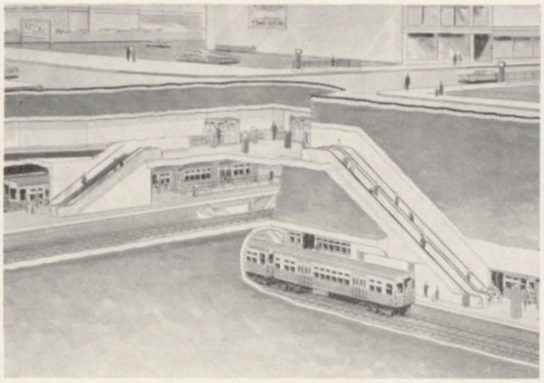
Douglas Park Grade Separation In Cut



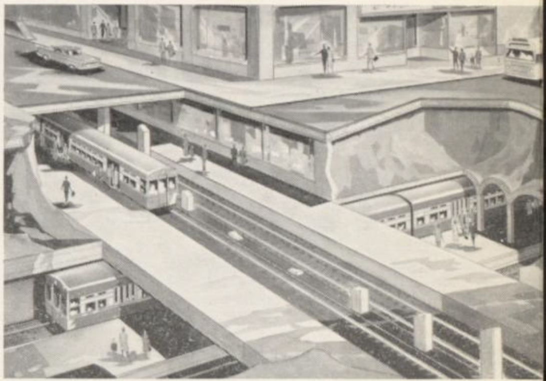
Douglas Park Grade Separation On Structure



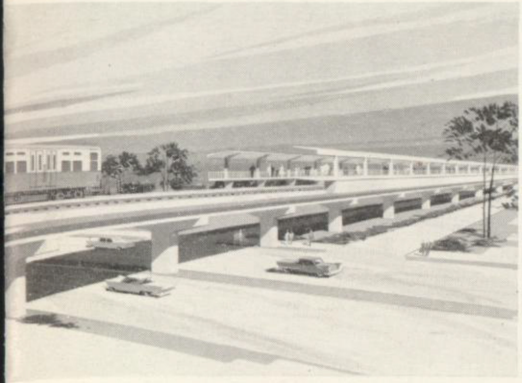
Washington Street Subway



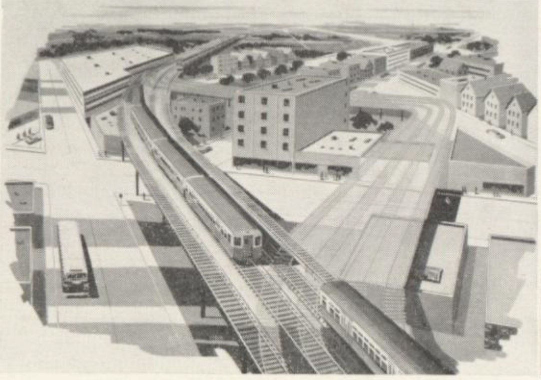
Wells Street Subway



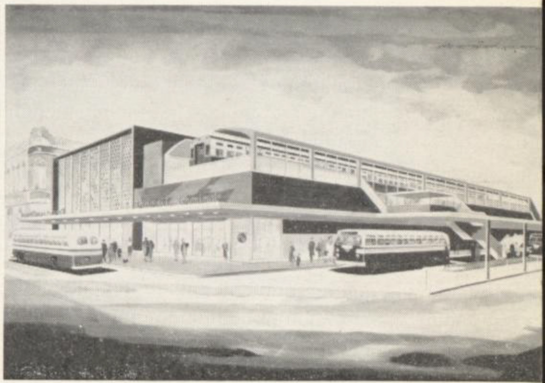
Jackson Boulevard Subway



Englewood Extension on Structure



Easing Sharp Curves



Logan Square Transfer

PROJECTS UNDER CTA'S PROPOSED $315,000,000, 20-YEAR TRANSIT EXPANSION AND IMPROVEMENT PROGRAM AND THE PARK "N" RIDE GARAGE PROGRAM RECENTLY SUGGESTED BY CTA.

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